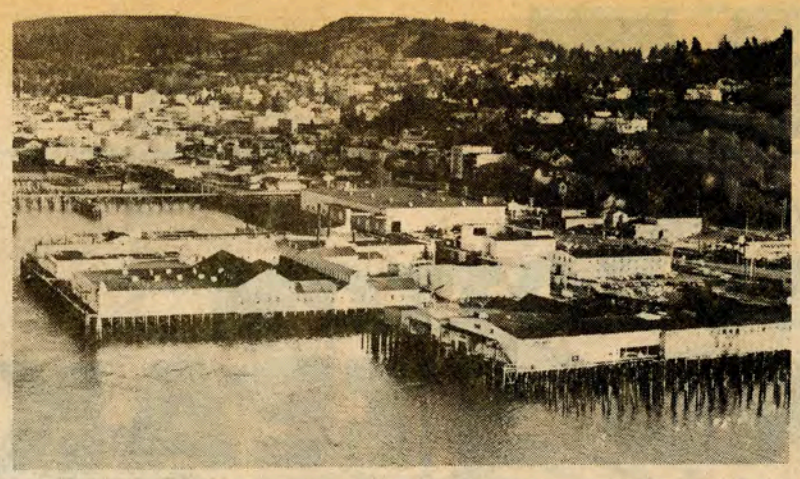
Scrap Book

1/1/81

1 Seafood industry founders



Astoria waterfront news throughout 1980 reflected the upheavals in the seafood industry nationwide.

The year got off to a bad start for the North Coast when Bumble Bee Seafoods, a division of Castle & Cooke Inc., of Honolulu, closed its Samuel Elmore Cannery.

The Astoria tuna-packing plant, which employed about 350, was closed when the multinational corporation purchased a cannery in San Diego.

The white-meat albacore tuna (which represents only 20 percent of Bumble Bee's production) had failed to appear off the Northwest coast in commercially significant quantities, and San Diego was a thousand miles closer to the light-meat yellowfin and skipjack harvested off South and Central America.

New England Fish Co., the largest independent seafood processor on the West Coast, declared bankruptcy in April, an action which closed the company's plant in Warrenton.

But the layoff of about 60 employees was mitigated when two former Nefco executives reopened the plant as Johnson-Kelliher Fish Co. a few weeks later.

When Ted Bugas and partner Dana Besecker sold their interests in Barbey Packing Corp. Aug. 18 to Peter Pan Seafoods Inc., Seattle, formerly a partner in the business, few predicted continued operation of the Astoria seafood plant.

That pessimism seemed justified when plant manager Besecker announced Nov. 20 that the corporation would close the plant and sell it.

That blow, too, was softened in December when two Puget Sound entrepreneurs leased the Barbey plant and began running it as the Corinthian Astoria Fish Co. the day after Peter Pan ceased operations.

But both operations were smaller than those they replaced as the new owners struggled to make money out of what had been foundering propositions.

Creditors went to court Oct. 29 to have Pacific Whiting Inc., another Astoria processor, reorganized to pay them what they were owed.

An in-depth report on the seafood industry in The Daily Astorian May 14 pointed out problems of marketing and foreign competition which U.S. fishermen and processors have yet to overcome, and few are optimistic about an industry turnaround in 1981.

But it wasn't processors alone who were caught in the 1980 seafood doldrums. Fishermen of all types were caught between rising costs and dwindling revenues.

While most fishing stories seem to dwell on the volatile salmon fishing industry, prices paid to crab fishermen were low and shrimp off Oregon this year were so small it was hard for fishermen or processors to make a profit.

In-river commercial salmon fishermen were allowed to fish one day in February and court action failed to lengthen that time.

Gillnetters were again allowed to fish only one day in the early fall season.

The normally lengthy but not highly productive late-fall season, originally set at 20 days, was cut to 12 when the Washington Department of Fisheries said too few coho had returned to lower Columbia tributary hatcheries to meet egg-taking needs. Salt was poured in the wounds when those fish arrived in abundance later.

Offshore commercial fishermen didn't fare quite so badly, but few said they'd made a living trolling this year.

The season got off to a sour start after six weeks in June and July were deleted from the trollers' traditional season.

When commerical landings finally began to come in, they were light; yet sport harvest of the ocean salmon continued at fever pitch. By July 9-10, the states of Oregon and Washington had reduced the daily bag limit for offshore sportsmen from three to two salmon per day.

That decision affected only state waters, from the shore to three miles offshore. But, it also prohibited landings, obviating the need for action by the Pacific Fishery Management Council, which regulates the water three to 200 miles offshore.

Even with the reduction in bag limit, The Associated Press reported July 24 that sport fishermen had exceeded their "restraint guideline," or catch allocation, by 80,000 salmon.

But a commercial season which seemed to be going smoothly if unprofitably was thrown into confusion when the acting regional director of the National Marine Fisheries Service closed the season early.

How much NMFS Regional Director Bert Larkins trimmed off the fishing season depended on what type of fishing and where, a quagmire of areas and times familiar in ocean salmon management for the past few years.

Northwest trollers ended up catching just 55.8 percent of the total numbers of coho salmon they caught in the preceding summer.

Gov. Vic Atiyeh asked the U.S. Small Business Administration in October to declare the entire Oregon seafood industry a sector of economic dislocation, making businesses in it eligible for low-interest federal loans. But the SBA gave that designation only to salmon fishing.

1/1/81

5 George Grove resigns



George Grove's resignation Dec. 1 from his post as executive director of the Port of Astoria capped years of frustration and touched off a local debate on the port's future.

Grove, 61, had held that post for eight years. The resignation, which took effect today, was submitted just four days before Gov. Vic Atiyeh, Burlington Northern President Richard Bressler, and a trainload of state, local and railroad officials visited the state-owned industrial site at Tongue Point. Grove's resignation was the latest of three by top port staff members. Traffic Manager Gail Packard quit Jan. 21 and airport manager Mike Barry was fired in July.

The port's elected commissioners were reticent about why they asked for Grove's resignation. But commission Chairman Henry Desler told a Portland reporter, "Our frustration with George was that he could have been more aggressive on the marketing end of our operations. We felt that things had gone on this way long enough and it was time to make a change."

Grove headed the port staff when several major developments seemed on the horizon, all of which turned out to be mirages.

Late in 1974, local debate which had escalated to statewide controversy ended plans by Alumax Pacific Inc., to locate an aluminum reduction plant southeast of Warrenton.

Earlier that year, plans to move Rocky Mountain coal through a transshipment yard on the east bank of the Skipanon River died a quiet death.

In 1977, Pacific Fabricators, Inc., announced plans to locate an assembly yard for offshore oil exploration rigs on the Skipanon site, but by 1979 that project, too, was off.

In 1979, plans by American Pacific Container Line to provide coastwise container service at Astoria were announced, but the ships never came — except for a "show-the-flag" visit by one empty vessel.

Ampac's deepening financial trouble culminated in the sale of its Pacific Endeavor this month in Pakistan. The U.S. Justice Department sold the vessel for $1.1 million, because Ampac lacked the funds to bring the ship home.

Grove came to the Port of Astoria with 25 years' experience in shipping, most of it with the Portland Commission of Public Docks. He was highly regarded as a "cargo man," but his expertise in that area was of little use to him at the Port of Astoria.

The week he arrived, The Daily Astorian reports of October 1972 indicate, he was embroiled in problems surrounding the siltation of the port's deep-water ship berths. That problem still dogs the port commission.

Grove told the newspaper then, "Once we have these physical limitations behind us, and we will have them behind us, you and I, if we stay here long enough, will see Astoria grow into a major world seaport."

Some thought that Grove's departure would usher in an era when the port worked as an economic development agency for businesses the region could support.

In recent years, critics of the port commission have charged it should improve its mooring basins and offer financial help to small-boat builders, airport fixed-base operations and fishing-support businesses.

But it seems unlikely Grove's resignation will turn the port in that direction. Desler, himself, speaks of the port's future primarily in terms of major deep-water shipping and national interests, and the port commission generally echoes that philosophy.

New director won't be hired this week

1/1/81

Port of Astoria Commission Chairman Henry Desler is admitting defeat in his effort to hire a new port executive director before he leaves on a business trip Saturday.

Desler said Wednesday that there simply wasn't enough time left before he leaves to screen all the most-qualified applicants for the job.

Desler made that comment after a news article in The Daily Astorian reported his previously stated wish to pick one of the applicants by Friday.

"I won't hold up the process," Desler said of his trip. "I'll leave (the other port commissioners) my thoughts and go along with the majority. But I wanted to try."

George Grove, port executive director for eight years, resigned at the port commission's request at the beginning of last month.

Desler said 25-30 persons have applied for the job; he said he was a little surprised that that many wanted to be considered for the job.

1/7/81



Built in 1883-84, the Flavel house now houses the Clatsop County Historical Museum.

Astoria's Flavel house entered on National Register of Historic Places

The Capt. George Flavel house has been entered on the National Register of Historic Places, 1st District Congressman Les AuCoin's office announced Tuesday.

The Flavel house, 441 Eighth St., Astoria, houses the Clatsop County Historical Museum and was nominated for historic status by the state Advisory Committee on Historic Preservation in May 1980. It is the sixth national register property in the Astoria area.

To be eligible for the register, a building must be at least 50 years old and substantially unchanged architecturally. The Flavel house was built in 1883-84 and is considered one of the finest examples of Victorian architecture in Astoria.

The national register is the official list of cultural resources the U.S. Department of Interior believes worthy of preservation under the National Historic Preservation Act of 1966. It lists districts, sites, archaeological areas, buildings, structures and objects of "national, statewide or local significance."

The nomination was approved by the Heritage, Conservation and Recreation Service in Washington, D.C., an agency of the Interior Department.

Designed by Carl Leick, a draftsman and superintendent for the Portland office of Lighthouse Engineers, the Flavel house is built of cedar and redwood in the Queen Anne style, with touches of Italianate. It features elaborate woodwork, including hand-carved fireplace mantels of cherry wood, walnut and mahogany and sculptured door handles and hinges.

The Flavel family lived in the house until 1933, when Patricia Jean Flavel — great-granddaughter of Capt. George Flavel, the original owner — donated the building to Clatsop County. It remained empty until World War II, when it was used by the Red Cross. In 1951, the county sold the house to the Clatsop County Historical Society for $1. The house has been open as a museum for about 30 years.

Museum Curator Gloria Richards was ecstatic about the announcement. "That's fantastic, it's wonderful for the museum," she said Tuesday.

She noted the designation will make the museum available for federal grants for preservation of the house. "There are any number of things we could use (the grants) for; the foundation is cracked, the heating system needs work."

In addition, the designation means the property may be eligible for certain tax benefits. It also requires comment by the federal Advisory Council on Historic Preservation before major changes could be made.

The Flavel house joins the John Jacob Astor Hotel, the Astoria Column, the John Hobson house, the Benjamin Young house, and Fort Stevens on the register. The Lightship Columbia No. 88 is a national register property, but recently was sold. Its new owners moved the vessel to Cathlamet, Wash., where it is to be remodeled as a restaurant.

Bumble Bee Seafoods' Samuel Elmore Cannery and the Fort Astoria site are National Historic Landmarks, a higher historical status. Fort Clatsop is a National Memorial, the only one in Oregon.

Port's executive director believes

Portland coal-moving future 'rosy'

1/7/81

By CHRIS GENNA
Of The Daily Astorian

The Port of Portland's coal-moving future is rosy, says port Executive Director Lloyd Anderson.

That future depends on a couple of expensive developments on the Columbia River, but they should prove little problem for a port district which contains about 40 percent of the state's population and a like share of state representatives.

Anderson, in a recently released prepared statement, detailed the four things he thinks the federal government needs to do to maintain the Port of Portland's commanding position in Columbia River trade.

The four key federal projects are:

— Deepening the Columbia River entrance channel from 48 feet to 55 feet;

— Replacing the 70-year old Burlington Northern railroad bridge in the heart of the Portland harbor;

— Replacing the 24-year-old Bonneville Dam navigation lock; and

— Deepening the Columbia River channel, presently 40 feet deep, from the river mouth to Portland.

Anderson cited a "Marine Terminals Master Plan" completed by the Port of Portland staff last summer, which foresees the need for 11 new cargo berths and renovation of one-third of the port's 21 existing berths by the year 2000.

Anderson said those improvements will be necessary to handle a predicted threefold increase in cargo volume by the turn of the millennium.

The port's top full-time official said a citizens task force is studying growth program alternatives and how to raise the $200 million to $300 million it will require. That task force is to report by mid-1981.

All of it will be for naught, Anderson said, if the Columbia River can't sustain the expected higher volume of imports and exports.

Anderson said the Port of Portland has put itself in a "leadership role — keeping critical Columbia River improvement projects before the attention of various agencies, Oregon's congressional delegation, and marshaling the support of the local maritime and business community."

Anderson acknowledged deepening of the channel is a long-range project, a 15- to 20-year undertaking. The first step was the port commission's December resolution urging the U.S. Army Corps of Engineers to study the feasibility of deepening the channel.

But the entrance-deepening project already is well along, with a final recommendation expected by 1983.

A congressional resolution authorized the study which began in May 1976. An experimental model of the river mouth was developed at Vicksburg, Miss., and data from the model should be compiled by March 1981.

Instrument buoys have studied wave patterns at the mouth of the Columbia, and instrument packages were placed aboard 53 inbound and outbound vessels navigating the Columbia River bar.

After the model data is compiled, the Corps of Engineers has said it can proceed with environmental and economic studies of the consequences of the project.

Replacement of the Bonneville lock is a project long favored by agricultural producers and river shippers.

Spacious construction of locks at seven other main-stem dams has left the Bonneville facility a bottleneck in the system that feeds grain to Portland. Increased traffic at the upriver locks would only fall into long waiting lines at Bonneville unless that lock is enlarged.

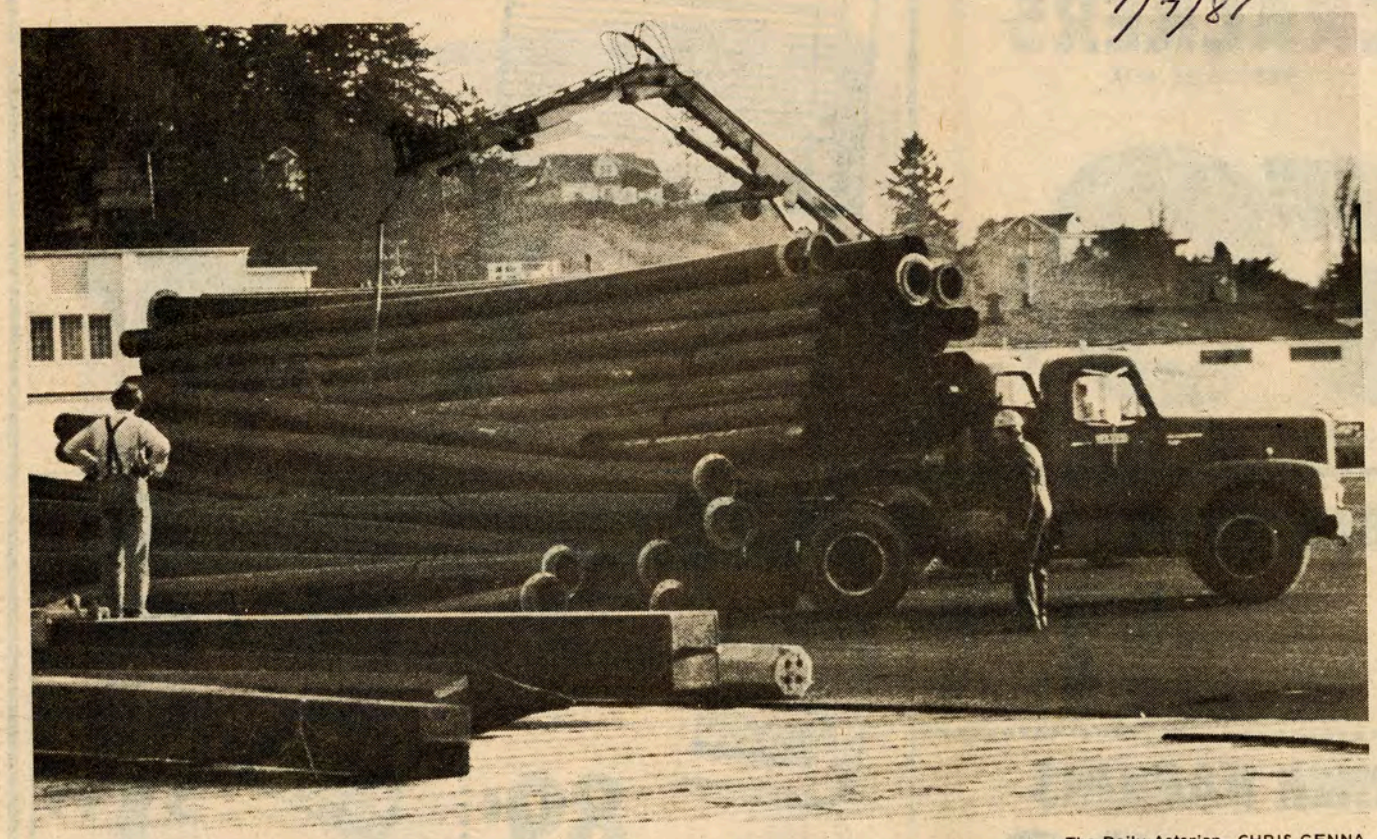
The replacement of the 230-foot Burlington Northern span by a proposed 400-foot structure would cost about $30 million, but 95 percent of that cost would be borne by the federal government. The other $1.5 million would have to be provided by Portlanders.

"It is our view," Anderson said, "this project can be justified. With bigger ships coming into the Portland Ship Repair Yard it is vital that we find a solution."

All of this is because much of the expected shipping boom will be in bulk cargoes like "coal and feed grains," Anderson said. Those cargoes will move in bigger and bigger ships as the century draws to a close.

"This kind of homework is a requirement for our community to be ready when and if the demand comes," he concluded.

1/7/81



The Daily Astorian—CHRIS GENNA

Dredging work to start

Sandau Dredging Co. employees unloaded plastic pipe at Port of Astoria Pier 2 Monday, as the company mobilizes to begin dredging the port's deep-water berths next week.

Harry Utti, port engineering services chief, said the Salem contractor will suck up silt from the berths and pump it through a pipe to the vicinity of the Columbia River ship channel. Port officials say that since the May 18 eruption of Mount St. Helens the berths have been filling up at three times the normal rate. A temporary permit for the project was issued late last year by the Oregon Department of Environmental Quality.

Utti said U.S. Fish and Wildlife experts from the Hammond field station and U.S. Army Corps of Engineers inspectors will monitor the environmental effects of the flow-lane spoil disposal.

If little damage is done to the estuary, Utti said, the port hopes to get a permanent permit to allow a full-scale dredging plan with the port's own pipeline dredge.

By Gov. Atiyeh

1/7/81

Astoria coal site favored

By CHRIS GENNA
Of The Daily Astorian

Gov. Vic Atiyeh has told members of the Port of Portland and Port of Astoria commissions he thinks Astoria is the logical place to develop a coal-shipping yard.

Atiyeh said he wants to form a coal facility siting committee made up of one Port of Portland commissioner, one Port of Astoria commissioner and one member of the Lower Columbia River Development Task Force.

That committee, Atiyeh said, should go all out to bring a coal shipper to Astoria.

Atiyeh summoned Port of Portland Commissioners Alan "Punch" Green and John Caldwell, Port of Astoria Commissioner Fred Shaylor, and task force member J.W. "Bud" Forrester of Astoria to a meeting Tuesday in Salem.

Atiyeh told them it is in the state's interest to have a deep-water port facility at the mouth of the Columbia River, and a coal facility is an "essential" first step.

GREEN AND CALDWELL told Atiyeh the Port of Portland could be ready to move coal almost immediately, while the state-owned property at Tongue Point couldn't be ready for coal shipments for many years. They indicated that if the state waits that long, it could find a coal shipper has located in Kalama, Wash.

But the Astoria representatives said upgrading Burlington Northern railroad tracks to Astoria would take only 18 months and a coal yard could be built in that time, Shaylor said today.

Atiyeh told the gathering the state needs a major port at Astoria, but that such a development will require adequate rail service, Shaylor said.

The governor also said coal provides the only practical incentive to Burlington Northern to upgrade the track, and if Portland begins shipping coal, the rail line to Astoria may never be upgraded.

Shaylor said the three-member siting committee's most important task will be to find a coal shipper to locate at Tongue Point. Only if the prospective customer insists on a Portland location will the Astoria site be dropped from consideration.

JIM THAYER, THE Beaverton businessman who is chairman of the governor-appointed Lower Columbia River Development Task Force, told The Daily Astorian he already has appointed Forrester to serve on that committee.

Thayer pointed out his appointment of Forrester, editor of The Daily Astorian, puts two Astorians and one Portland resident on the committee.

Point and report to the governor."

Although Thayer didn't attend the Tuesday meeting, he said he understood Atiyeh "came on pretty strong" in favor of the Astoria site.

Shaylor agreed. "The thrust of the meeting was clear, concise, and to the point," Shaylor said. "I think everyone came out of it with a healthier feeling."

"EVERYONE SPOKE PLAINLY. No one in my memory has so strongly supported port development in Astoria as Atiyeh, and he's a constituent of the Port of Portland," said Forrester.

Shaylor voiced some misgivings about Port of Portland staff members, suggesting they might try to undermine the cooperative attitude of the Port of Portland Commission.

The Port of Portland Commission has nine members, all appointed by the governor to serve four years.

Some sources suggest Atiyeh is well aware that five of those members' terms expire in 1981.

Atiyeh himself will be up for re-election in 1982.

In a related development, Shaylor said the governor has asked the Port of Portland to postpone a planned Feb. 2-3 seminar on coal export.

Shaylor said such a seminar would be "so weighted" in favor of locating a coal yard in Portland that representatives of other ports invited to the gathering couldn't hope to compete.

"We'd be the country cousins of the Port of Portland." Shaylor said. "I think it (the seminar) was premature."

"I think it's pretty clear the governor's choice for a coal facility in Oregon is Astoria," Thayer said. "The committee will take a detailed look at all the pros and cons of a coal yard at Tongue

1/9/81



From the Files

Robert Holmes, right, then a state senator, decided to make a political statement in 1952 with this Herbert Hoover-for-president tire cover on his car. The Clatsop County Democrat, later governor of Oregon, was given the cover by Ed Klee who found it in his garage. Holmes thought it was an appropriate gag for the week that the Republicans nominated Dwight Eisenhower for president. Earlier that year, Holmes' car sported a Robert Taft-for-president sign, a practical joke by some of his friends. Sharing the Hoover joke is Robert Chessman, then publisher of the Astorian Budget.

BUSINESS BRIEFS

1/9/81

THE ASTORIA AREA CHAMBER OF COMMERCE will present its annual George Awards for distinguished community service Saturday, Jan. 17.

The chamber will present the awards, as well as its Business Leader of the Year and Retailer of the Year awards, at its 108th annual banquet. Dinner at the Astoria Golf and Country Club will begin at 7:30 p.m. A no-host social hour will begin at 6:30 p.m.

State Sen. Charles Hanlon, D-Mountaindale, will be guest speaker.

Reservations are required and can be made by calling the chamber office, 325-6311.



Charles Hanlon



The Daily Astorian—BILL WAGNER

1/12/81

Persian carpets donated

Willis Van Dusen and Clatsop County Historical Museum Curator Gloria Richards admire two of the three Persian carpets presented to the museum recently by Van Dusen's parents, Mr. and Mrs. L.F. Van Dusen.

The carpets date to the early 1900s, according to Michael Foster, museum board member and a local authority on decorative arts. Ms. Richards called the donation "one of the truly outstanding gifts in the museum's history." The largest carpet, measuring 20 feet 10 inches by 10 feet 5 inches, is "really fantastic," she said.

Called a Sarouk, after the Iranian town in which it was produced, it will be displayed in the music room of the Flavel house. The hardwood floors of Victorian homes often were covered with Persian carpets, Ms. Richards noted. Woven of richly colored wool on a cotton background, the carpet is predominantly blue with a central medallion, corner patterns and an ornamental border.

An Isfahan carpet, blue with rose accents, will become part of the dining room exhibit. Also named for the town of its origin in Iran, the carpet is woven in a pattern with a central medallion and winding sprays of flowers. The third carpet, identified as Turkoman of Afghanistan, will become part of a new exhibit planned for the house's library.

Foster said the carpets are very well made and noted it could have taken five to six people two years to make the largest of the three carpets.

Port topic of forum 1/12/81

A review of Port of Astoria activities will be the topic of the Astoria Area Chamber of Commerce Thursday forum.

Guest speaker will be Fred Shaylor, port commissioner. Shaylor was elected to the commission in 1979 and is chairman of the Astoria Development Commission. He also is on the board of directors of the Oregon Coastal Zone Management Association and is assistant vice president and area manager for Pioneer Title Insurance Co., Astoria.

The public forum will be noon Thursday at the Thunderbird Seafare restaurant, 400 Industry St. Reservations may be made by telephoning the chamber office at 325-6311.



Fred Shaylor

1/13/81



The Daily Astorian—CHRIS GENNA

First tanker due Jan. 26

Marvin Calvert, an employee of Jim Wilkins Co., lays new drain pipe near oil lines leased by McCall Oil Co. beneath Port of Astoria Pier 2.

Wilkins is one of the contractors hired by McCall to help prepare oil lines and storage tanks for the bunker oil and diesel fuel service McCall will operate in Astoria.

Sam Sugura, McCall's plant manager in Astoria, said an oil tanker will arrive in Astoria Jan. 26 to unload oil into the company's tanks. Most of the plumbing work for that operation is completed.

The lines still have to be tested by injecting air under pressure to test for leaks, Sugura said.

Before McCall employees can transfer the fuel to barges for pumping into ships, however, above-dock lateral pipes have to be laid. Sugura said those pipes will allow the barge to take on fuel at the west side of Pier 2.

A fenced-off work area will be erected on the pier, Sugura said.

Max Chance prepares for summer opening 1/14/81

New museum's exhibits to be designed

By CHRIS GENNA
Of The Daily Astorian

As the Columbia River Maritime Museum prepares to make its long-awaited move to new quarters, a transplanted Midwesterner will play a key role.

Max Chance was hired in November to be the museum's full-time exhibit designer. After moving to Astoria from Fort Wayne, Ind., he's busy designing the exhibits that will greet visitors to the museum's new building at the foot of 17th Street.

Museum Associate Director Michael Naab said the latest plans are to open the new building in midsummer, though that may be overly optimistic as contractors continue to work in the cedar-shake building with the wave-form roofline.

That doesn't give Chance much time, but the 36-year-old former employee of the Smithsonian Institution said the exhibit designs will be ready, even though actual construction may not.

IN AN INTERVIEW at the museum's present location at 16th and Duane Streets, Chance said he's been busy since he arrived just learning what the museum has to exhibit.

"When you're dealing with something of this volume, you have to organize it," Chance said. "We'll have thematic areas organized so visitors will learn something of the history and also enjoy it."

Chance isn't the only person thinking about how to display the museum's artifacts. All staff members, including founder Rolf Klep, share their ideas during staff meetings, he said.

"Everyone has ideas," Chance said. "My job is to ferret out what can be built."

Chance said the 37,000 square feet of floor space in the new museum will be divided into seven thematic areas, such as early exploration, the seafood industry, maritime commerce and military history.

"There are many things to consider," he said. "First, there's protection of the artifact. Then there's atmospherics — you have to make people comfortable. Museums have come to recognize the importance of that more and more. Most of their advertising is by word of mouth, so people have to enjoy themselves before they tell their friends.

"IN OLD MUSEUMS, you might have seen a painting hung 10 feet high," Chance said, stressing the three-dimensional nature of an exhibit. "We know that the average adult has a cone of vision of 5 feet, 2 inches; an average child's is 3 feet, 10 inches. We know we deal mostly with adults, and we know about how many visitors to expect."

From that knowledge, Chance said, he considers traffic flow and safety codes that dictate things like aisle width and access to exits before breaking exhibit spaces down.



Max Chance

He unrolled a floor plan on which he's been working, and demonstrated how visitors will be led to each gallery in turn by theme, light and shadow, and even structural devices like lowered ceilings and raised floors.

But, once again because of the three-dimensional aspects of the exhibits, floor plans aren't enough, Chance said. He pointed out a tabletop model of the building, without its roof, in which he will "try out" things like exhibits that will hang from the ceiling.

Chance said exhibit designing is considerably different from stage designing. The museum "set" has to withstand scrutiny, but at the same time can't detract from the exhibit itself.

Chance has a bachelor's degree in fine arts from the University of Kansas and a master's degree in fine arts from Arizona State University. He also has studied at the Maryland Institute, Colorado Springs Fine Arts Center and the Smithsonian.

"IT'S ONLY BEEN in the past few years that universities have offered courses in exhibit design," Chance said. "Usually, exhibit designers have studied industrial design and fine arts."

Chance said he had been preparing for a job in teaching, but jobs were getting scarce as he graduated and competition was fierce.

"I looked around for awhile and ended up at the Smithsonian as an exhibit specialist." From 1975 to 1978 he was exhibits designer at the Calvert Maritime Museum in Solomons, Md.

He then went to Fort Wayne as curator of the Allen County-Fort Wayne Historical Society, which was installing 15,000 square feet of exhibits in a recently converted building.

He and his wife, Helen, "didn't like the two years in Indiana as well as some other places," Chance said. "We didn't like being landlocked, being that far from the ocean."

Naab said, "We were highly impressed by Max's previous work and his common-sense approach to exhibit design."

Chance said he and Naab think the museum can begin to move exhibits by this spring.

When the move is completed — sometime this year — Chance said he hopes to move into administrative work at the museum. "But exhibit work never really ends. There are always changes to be made, and new acquisitions to display."

1/14/81

Executive director to be selected tonight

Port to pay for air terminal move

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria commissioners acted Tuesday to establish an airline terminal at Clatsop County Airport before adjourning to an executive session in which they interviewed candidates for port executive director.

Commissioners set a special meeting for 7:30 tonight to select a person to replace George Grove in the port's top staff job.

In a meeting presided over by Vice Chairman Dave Corkill, commissioners also increased port Deputy Director Roger Shannon's salary for the period he has been acting port director. He has held that title since Grove resigned last month.

Commissioners approved a plan to transport a mobile terminal facility to the airport for Cascade Airways' use until a permanent structure can be built.

The mobile building, which is owned by Cascade, will be moved at port expense from the commuter line's Richland, Wash., base. Transportation costs are estimated at $1,200.

Cascade will pay the port $100 per month rent until a permanent terminal building is erected.

Shannon told commissioners the new mobile terminal would end Cascade's sharing of a mobile office with Lektro, Inc., a manufacturer at the airport.

Shannon said that arrangement has had several drawbacks, including lack of office and waiting room space for the air carrier and lack of sufficient parking for air travelers.

Commissioners also authorized Shannon to make a preliminary application to the U.S. Farmers Home Administration for a loan of $100,000 which Shannon said could be used to construct a terminal building of 1,200-1,500 square feet and to enlarge the parking area near the National Weather Service building at the north end of the airport building complex.

Shannon said the FmHA, if it approves the loan application, allows loan repayment periods of up to 30 years at 5 percent interest.

Hammond town government used a similar loan to finance construction of its municipal sewer system.

Commissioners approved a salary increase for Shannon for the time he has acted as port executive director, from the $24,000 a year he was paid as deputy director to $30,000 per year. Commissioner Fred Shaylor said the increase means Shannon will be paid $500 per month more for the two months he has directed the port's staff.

Commissioners appointed three persons to the port budget committee, and scheduled a budget committee meeting for 5 p.m. Jan. 22.

Acting on Shaylor's nominations, commissioners appointed Bob Moore of Warrenton and Bruce Haskell of Cannon Beach to the committee. Monte Montgomery, a Gearhart resident, was reappointed to the grcup.

Shaylor said those appointments give the panel a countywide makeup and provides several members experienced with port budget matters.

Marv Autio of Knappa and Dave Halmagyi of Astoria continue terms on the budget committee.

1/14/81

Clatsop County Historical Museum to close Monday for renovation

The Clatsop County Historical Museum will close for repair and renovation Monday and when it opens March 1 will begin charging admission.

"We've gone on for years without an admission charge, but we just can't do it anymore," said Sam Foster, president of the Clatsop County Historical Society, which operates the museum in the Flavel house, 441 Eighth St., Astoria.

"The board (of directors) has decided that a nominal admission is necessary in order for the society to maintain the museum at the standard which we think the community expects — not to mention the astronomical increases in utilities which we've been facing."

Admission will be $1 for adults and 50 cents for children. Historical society members won't be charged and special rates will be available to school groups.

During the closure, several rooms in the Victorian house, which was built in 1883-84, will be repainted and a number of exhibits redesigned. The closure is necessary in order to complete the projects before museum visits begin to pick up in the spring, Foster said.

"The Flavel house . . . is one of the attractions that tourists look forward to seeing when they travel up the coast or . . . from Portland," he noted. "We think we owe it to ourselves and the community to create as good a presentation as we can."

Among the renovation projects will be installation of three Persian carpets, donated recently by the L.F. Van Dusen family of Astoria. The largest of the three carpets will be laid in the house's music room.

The Van Dusen family has been a part of the Astoria community for six generations. Adam Van Dusen settled at the mouth of the Columbia River in 1847 and was one of the original developers of the area.

For director

1/15/81

Port selects state official

By CHRIS GENNA
Of The Daily Astorian

Floyd Shelton, manager of the Ports Division of the Oregon Economic Development Department in Salem, is the Port of Astoria's new executive director.

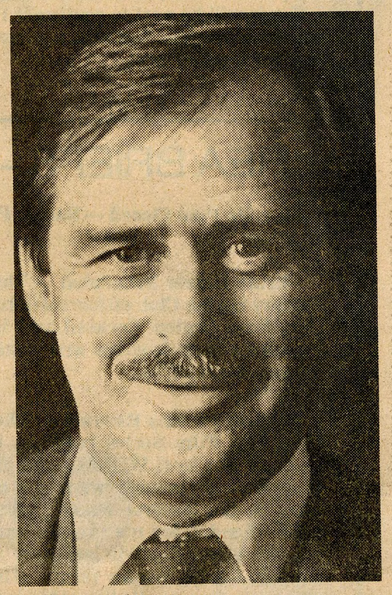
Port commissioners, meeting in a special session Wednesday night, voted 4-0 to hire the 48-year-old state official. The fifth member of the commission, Henry Desler, is in Hawaii on a business-vacation trip.

Shelton will be paid $39,500 a year and will start work Feb. 9. Until then, port Deputy Director Roger Shannon will continue to act as director.

Commissioner Fred Shaylor said Shelton was one of 37 applicants for the port's top staff job, a position left vacant when George Grove resigned under pressure Dec. 2.

Shelton has given his new job a lot of thought, he indicated during a telephone interview from Salem following Wednesday night's commission meeting.

"I can't single out one particular challenge the port faces," Shelton told The Daily Astorian. "A number of areas need attention, all of equal importance.



Floyd Shelton

"YOU HAVE TO keep in mind that the port's existence depends on log exports. We have to do everything we can to maintain and increase cargo movement at the port. We should do everything we can to find other cargoes to move through the port.

"At the same time, there are things that must be done in the area of fishing. Having worked with other ports in Oregon, I'm familiar with the great things other ports have done by active involvement in the fishing industry."

Shelton, who was deputy director of the Port of Astoria for a short time in 1975, said the port should function as a community development agency. "We need to try to develop all our lands — not just the port's lands. We need to get businesses to come to the area, but there's much a port can do to help the growth of businesses which are already in the area."

Shelton, while working in the Economic Development Department, designed and then managed the state's $5.5 million port development loan program. That program, Shelton said, has put 400 people to work in the industrial, commercial, transportation and agricultural facilities which were funded through loans. And those jobs indirectly created hundreds more, through growth in related industries and services.

"In trying to attract industries to the area, we'll have to look for those that are consistent with the scale of the community. It's very easy to get into a 'star-burst' mentality, try to land the one big employer. We'll have to keep the character and tone of the community in mind," he said.

See Shelton, Page 4

Shelton

1-15-81

Continued from Page 1

Shelton indicated he believes the port hasn't functioned well as a community development agency.

"IT'S MOST IMPORTANT we work to develop close ties, a strong liaison with the community. The port should be a cohesive — not divisive — factor in the community.

"The port will have to work more closely with others in the area who want the same things — with mayors, county commissioners, state legislators, as well as other economic development groups" like the Clatsop Economic Development Committee, Shelton suggested.

Shelton served in the U.S. Coast Guard from 1949 to 1970, becoming a master chief petty officer. He served 14 years at various stations on the Oregon coast, including Astoria, Tillamook and Coos Bay. He was assigned for a time to port security in Seattle and San Francisco, and was officer in charge of a cutter.

He attended Portland State University from 1970 to 1973, taking business and marketing, economics and transportation courses. He received a bachelor's degree in economics in 1973 and did graduate studies for two years, primarily in community planning and development.

Shelton said he has given little thought to personnel changes at the port, and praised the present port staff, many of whom he worked with when last employed at the Port of Astoria.

"THERE ARE A lot of conscientious people there, and they've done their best during some trying times, especially during this interim period" since Grove left, Shelton said.

Commissioners, in announcing their selection Wednesday, lauded Shelton. Commissioner Howard Johnson said Shelton made many contacts in state government during his five years in the Economic Development Department's port division. "I think we've put together a good team," he said.

Shaylor said Shelton had helped in the smooth operation of the governor's Lower Columbia River Development Task Force, which has been seeking industrial development for Clatsop County.

Commissioner Dave Corkill said it was his background in economic development that made Shelton the best man for the job.

Jim Thayer, the Beaverton businessman who is chairman of the governor's task force, said, "I think Floyd will really be challenged by the situation at the Port of Astoria. And certainly no one knows more about the background, the possibilities down there, than Floyd."

Thayer said Shelton was "tremendous" as the top staff aide to the task force. "You'd suggest something and it'd be done almost immediately. He was really quite remarkable."

Thayer said he isn't concerned about the vacancy Shelton's move will leave at the Economic Development Department. "I think Floyd can do more for Astoria there at the port than he could at a desk in Salem. And that's the task force's job — I don't worry about Salem."

AL RISSMAN, AN Astoria longshoreman who served 16 years on the Port of Astoria Commission, including the period when Shelton worked for the port, said he is pleased with the new executive director's state government background.

"If Astoria has any future at all, it's going to come through the state," Rissman said, "and Shelton's in good shape there."

Rissman said Shelton's hiring also could go a long way toward establishing a better rapport with the Port of Portland, because Shelton worked with officials of that port while on the Economic Development Department staff.

Port of Portland Commission Chairman Alan "Punch" Green recently said proposals to merge the ports were premature until a more trusting relationship is established between Portland and Astoria.

Rissman said he'd like to see Shelton hire an assistant with a stronger background in shipping.

"But I think the main thing's to work in areas where the two ports have things in common," Rissman said.

American Can Co. building bought

1/16/81

Bumble Bee to relocate offices

By LESLEY FORNAS
Of The Daily Astorian

Castle & Cooke, Inc., the parent company of Bumble Bee Seafoods, has purchased the American Can Co. building in Astoria and is offering for sale its office building at the foot of Sixth Street.

Bumble Bee Seafoods will consolidate its lower Columbia River operations in the former can company building, moving its Sixth Street offices and a shipping operation now located at the Port of Astoria's Pier 3 into the newly purchased building, company officials said.

The sales price for the can company building, located at 70 W. Marine Drive, was $201,938, according to a bargain and sale deed recorded Thursday afternoon at the Clatsop County clerk's office.

A spokesman in the Clatsop County assessor's office said the combined assessed value of the land the former can-manufacturing plant occupies and the building itself is $660,760 for 1980-81. The difference between the sales price and the assessed value of the property apparently is due to terms of a contract dating back to late 1959 or 1960.

American Can Co. bought the building from Columbia River Packers Assn., Inc., which became Bumble Bee Seafoods. Bumble Bee Seafoods subsequently was sold to Castle & Cooke, Inc. Terms of the original sale of the building to American Can Co. gave the seller the first right to purchase the building, should it ever be put up for sale, and established the sales price.



The Daily Astorian—JAMES HOLMAN

The American Can Co. building on Marine Drive will house Bumble Bee Seafoods offices and shipping operation.

Consolidation of its Astoria-area operations is an efficiency move and doesn't mean Bumble Bee Seafoods is leaving the area, company officials said.

Bumble Bee Seafoods assumed control of the former can company building Thursday, John Supple, area manager for Bumble Bee Seafoods, said today.

The can company building, located on about 1.74 acres of land, has been empty since early last year when American Can Co. stopped operating the plant because its sole customer, Bumble Bee Seafoods' Elmore Cannery, ceased its tuna-canning operation.

Supple declined to say when offices would be moved from Sixth Street to the Marine Drive building. The Sixth Street waterfront building is for sale, sources said.

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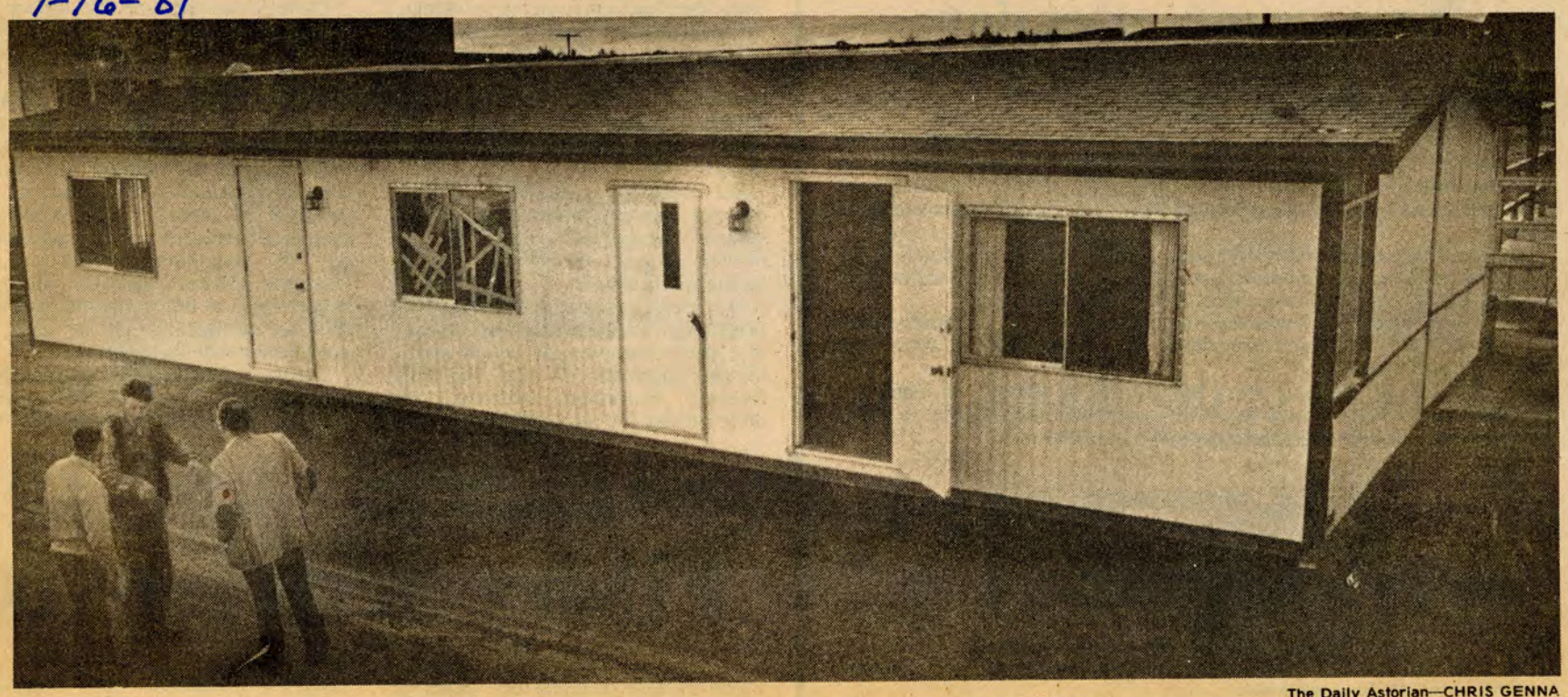
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1-16-81



The Daily Astorian—CHRIS GENNA

Air terminal arrives

Harry Utti, head of engineering services for the Port of Astoria, confers with port maintenance men about location of a double-wide modular building which will be an air terminal for Cascade Airways passengers at Clatsop County Airport.

Port commissioners decided this week to rent space to the commuter carrier for its terminal in order to move the federally subsidized air service out of a similar structure which also serves as offices for Lektro, Inc.

Utti said the terminal should be ready for occupancy within a week, but possible embellishments like an access ramp, planters, and perhaps an awning over the entry would take longer. Ike Vice, head of maintenance for the port, is supervising installation of the terminal, Utti said.

LOCAL NEWS IN BRIEF 1/16/81

Shaylor says port seeks diversification

No more "pie-in-the-sky goals" for the Port of Astoria, says port Commissioner Fred Shaylor.

"We're not going to talk about . . . Alumax or Pacific Fabricators. We're going to work on not only harbor and water-related projects, but on our land base," Shaylor told an Astoria Area Chamber of Commerce Forum luncheon audience Thursday.

Shaylor, assistant vice president and area manager of Pioneer National Title Insurance Co., Astoria, noted there are some 1,500 acres of prime industrial land available for development, including the Clatsop County Airport industrial area. The airport land will be a target of commissioners' efforts in the near future, he said.

But the port's water-related projects, including shipping at the port docks, also must be diversified, Shaylor said. "The port cannot continue its heavy dependence on log exporting," he said, adding that the port has had inquiries about shipping copper concentrates, steel and clay.

Shaylor introduced the port's new executive director, Floyd Shelton, who was hired Wednesday to replace George Grove.

Currently manager of the Ports Division of the Oregon Economic Development Department in Salem, Shelton will take the reins Feb. 9. He said he is looking forward to the new position and told the chamber audience he would welcome an opportunity in "30 or 40 days" to return and relate his goals for the Port of Astoria.

Turning to the prospects for a coal yard on state-owned land at Tongue Point, Shaylor said that despite efforts by other ports to develop coal-shipping facilities, Astoria is "the logical place."

Gov. Vic Atiyeh has said Astoria will become "the deep-water port of Oregon," Shaylor noted, and Sen. Mark Hatfield, R-Ore., is co-sponsoring a bill that could provide money for deepening the channel at the mouth of the Columbia River.

Sen. John Warner, R-Va., last year introduced a bill that would have provided money for deepening several Virginia harbors. The bill later was amended to include harbors in other states, but died in the "lame-duck" session, Shaylor said.

Warner and Hatfield have revived the bill, though in somewhat different form, Shaylor said. No specific harbors or river channels are listed for funding, but harbors or rivers that meet the bill's criteria for dredging will be funded, he explained. The Columbia River bar presumably would qualify, and could be funded by 1982 because of a "fast-track permit process" that is part of the bill, Shaylor said.

"With the support we have at the state and federal levels, these things are going to happen," Shaylor said.

However, he cautioned that the port's tax base is becoming inadequate for administering the kinds of projects commissioners envision. "If this community wants a viable port, somewhere down the road it's going to have to have an increased tax base."

Farmer heads chamber in '81

1/19/81

Chuck Farmer, owner of KVAS radio, is the Astoria Area Chamber of Commerce's 1981 president.

"I'm optimistic. The direction of the chamber is up. Together we can do a lot," Farmer said Saturday as he took the gavel from outgoing chamber President Don Budde at the chamber's annual banquet.

Farmer praised Budde, noting that chamber membership increased 30 percent during Budde's tenure, in large part because of his active role in 1980.

Other chamber officers for 1981 are Dale Collins, president-elect, Gary Anderson, vice president, and Budde, chairman of the board.

New chamber board of directors members are Bob Moore, Vic Nunenkamp, Kristine Pollard, Jeff Ter Har and Bob Williams. Continuing board members are Skip Hauke, Bobbie McCallister, Bob Roeser, Floyd Snyder, John Supple, Dana Besecker, Mel Kernutt, Jack Marincovich, Loran Mathews and Jerry Newenhof.

Deep-water port commission bill proposed by Sen. Hanlon

1/19/81

By LESLEY FORNAS
Of The Daily Astorian

State Sen. Charles Hanlon, D-Mountaindale, will introduce a bill in the Oregon Legislature to establish a state deep-water port commission, he announced Saturday in Astoria.

The commission, if formed, won't involve the Port of Portland, Hanlon told an Astoria Area Chamber of Commerce audience Saturday night at Astoria Golf and Country Club. The proposed commission is designed to help the Port of Astoria and may also assist the Port of Coos Bay, he said.

"There are two deep-water ports in the state and they both are languishing for lack of capital," Hanlon said, referring to the Astoria and Coos Bay ports.

The senator, who noted some paranoia exists between competing Columbia River ports, said development of the Port of Astoria is a state concern because of its potential statewide economic benefits.

Hanlon said a state deep-water port commission wouldn't be just another arm of government to deal with.

"This is not a foreign entity that will be thrust upon your community," Hanlon assured the chamber audience. "It can be whatever you want it to be. It can add to your economic stability and strength."

CALLING THE PROPOSED legislation "another way to skin the cat" and a way "to establish a modern deep-water port in Astoria," Hanlon said he couldn't take credit for the idea. A deep-water port commission established by state law is the brain-child of Jim Thayer, Hanlon said. Thayer is chairman of the Lower Columbia River Development Task Force, appointed by Gov. Vic Atiyeh to study economic development possibilities for the Astoria area. Thayer is a former Port of Portland Commission president.

Hanlon said Thayer and others are helping to draft the legislation. The draft should be done by mid-February. It will be introduced in the Oregon Senate shortly after that, Hanlon said.

The senator said the chief advantages of a state deep-water port commission would be its ability to raise funds for capital expenditures, to acquire property and to make contracts with shippers. Hanlon said a number of avenues of financial aid and federal assistance would be available to the Port of Astoria through a state deep-water port commission.

The Port of Astoria could make use of the commission's services immediately, without waiting to see what other ports want to do, Hanlon said.

"WE DON'T HAVE to try to persuade any other port to join us. We don't have to wait on them," Hanlon said in an apparent reference to a proposal by state Rep. Ted Bugas, R-Astoria, that would merge the Port of Astoria with the Port of Portland.

Establishing a deep-water port commission would make it possible for the Port of Astoria to draw on expertise that it currently can't afford or doesn't have access to, Hanlon said. He said the port needs that kind of help to develop into a modern facility.

The diversity of interests and knowledge among members of the Lower Columbia River Development Task Force, some of whom used to be "the enemy," proves that "not everyone on the other side of the hill is against us," Hanlon said.

Hanlon encouraged his audience not to be disappointed that the Port of Astoria may have lost coal-shipping business last week to the Port of Kalama, Wash. He said there is plenty of business to go around.

"International trade to the Orient is about to explode," the senator said. "We don't have to take business away from anybody else. There is plenty."

Hanlon challenged the audience to look to the new year with optimism, noting that he had seen "some people in this community survive when optimism was in short supply."

THE SENATOR SAID he particularly wanted to pay tribute to three local persons, Astoria Mayor Bob Chopping, Port of Astoria Commission Chairman Henry Desler and The Daily Astorian Editor J.W. "Bud" Forrester.

Hanlon said Chopping, who took office in 1974, the same year Hanlon entered politics, recognized early the ill effects of negativism and began immediately to battle it. He said Forrester brought to the community a knowledge of how to work with state government and that he continues to be optimistic but realistic. And, the senator said he encouraged Desler to run for election to the port commission and was happy to see that Desler had had "some success that goes beyond the borders of the community."

Hanlon told the chamber of commerce audience good things can happen in Astoria.

"Everything seems to be falling in place. The time is right. We're in the right place. We've got the right machinery and I think we've got the right people," he said.

Hanlon concluded his speech by telling the audience a state deep-water port commission isn't something to fear, but something to be welcomed.

"I think it (the commission) will enhance your unique, very beautiful community," he said.

1/19/81

Goodenberger, Mathews 'George' winners

Peggy Goodenberger and Loran Mathews are winners of the Astoria Area Chamber of Commerce's 1981 George Awards.

The awards, presented Saturday night at the chamber's 108th annual meeting at Astoria Golf and Country Club, recognize unselfish service to the community. Each year the chamber pays tribute to persons who work for the benefit of the community without asking anything in return. The George Award certificate reads, in part, "he didn't let George do it, he did it himself."

Mrs. Goodenberger, whom award-presenter Fred Barnum characterized as "a very special person," was honored primarily for her work in helping establish a local chapter of the United Ostomy Association. Barnum noted that Mrs. Goodenberger started counseling ostomy patients long before the local chapter was formed in October 1979 and that her role as a trained volunteer counselor is appreciated by medical professionals.

The secretary to the director of nursing services at Columbia Memorial Hospital, Mrs. Goodenberger also participates in American Association of University Women, American Field Service and P.E.O. Sisterhood activities. She was for several years very active in Church Women United programs and serves as an elder of First Presbyterian Church, where her husband, John, is pastor. Mrs. Goodenberger is a musician, housewife, mother and grandmother.

Mathews received the prestigious award in recognition of his continued service to the Astoria Scandinavian Midsummer Festival Association. Active in the association for nine years, Mathews served as a director for five years and as association president for three years. He remains active with the festival.

It was during Mathews' tenure as association president that the festival became financially sound, Barnum said. And, under his leadership, the festival moved from the Clatsop County Fairgrounds to the Oregon National Guard armory, making it possible for more people to attend the annual summer event. (Last year, the festival was relocated to Astoria High School.)

Barnum said the festival is important to Astoria because it attracts visitors. He said Mathews promotes the Astoria event by traveling the state, attending other communities' festivals, extending a welcome to visitors.

Mathews, a 22-year resident of Astoria who first came to the city as a U.S. Coast Guardsman stationed aboard the cutter Yocona, is a member of the Scandia Dancers and a Little League and soccer coach. He has helped with Red Cross Bloodmobile drives and is an adult volunteer in the Cub Scout program. He also is active in his church. Mathews is business manager for the Astoria School District.

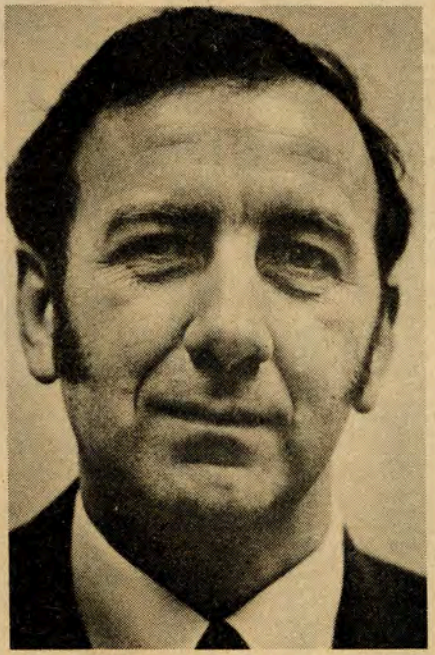
Both award winners were stunned by the announcement. The audience greeted each with a standing ovation.

"I'm overwhelmed," said the surprised Mrs. Goodenberger, who thought she was attending the banquet to accompany her husband, who delivered the invocation.

"This is a complete surprise," Mathews told the audience. "This is the best city in the United States. I wouldn't leave it for anything now."



Peggy Goodenberger



Loran Mathews

1/19/81

Hauke, McCallister, Cosovich

Chamber presents 3 special awards

The Astoria Area Chamber of Commerce paid tribute to three of its members Saturday by presenting them special awards.

Skip Hauke was named "Business Leader of the Year," Bobbie McCallister was honored for her work with the chamber's Retail Merchants Committee and Pete Cosovich was given a life membership in the organization. All were recognized during the chamber's annual banquet at Astoria Golf and Country Club.

The chamber gives the award in conjunction with Associated Oregon Industries. In presenting the award to Hauke, Columbia Federal Savings and Loan Association President Dick Logan said small-business owners like Hauke belong at the top of the list of those who contribute to the community because they are the risk takers.

Logan said Hauke, who owns Hauke's Sentry Market, deserves recognition because while running a seven-day-a-week business he finds time to give to his community.

Hauke has served as a business adviser to Clatsop Community College and has volunteered his time for several city projects and committees. He has worked to improve community relations with Tongue Point Job Corps Center and for several years has been active in the Astoria Scandinavian Midsummer Festival Association, including serving as the association's president.

Logan praised Hauke for his support of various sports teams and for his donations of time and merchandise to charitable organizations, community groups and school functions.

"This has got to be a milestone, Skip Hauke with nothing to say," Hauke joked in accepting the award. "I'm totally surprised, totally grateful. I enjoy being in business, especially in Astoria."

Hauke, a native of Astoria, told the chamber audience he nearly didn't make it back to Astoria after college because his father told him that when he finished he would have to go it alone for awhile before entering the family grocery business. He worked for State Farm Insurance and IBM before returning to his hometown to operate the family store.

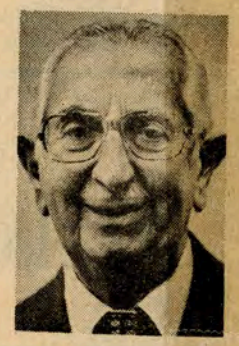
"I'm extremely happy to be a businessman in Astoria. In my eyes there is no greater community in the entire country," Hauke said.



Skip Hauke



Bobbie McCallister



Pete Cosovich

Mrs. McCallister, owner of The Galleon luggage and gift shop, was equally surprised to receive her award, presented by Stan Hauer on behalf of the Retail Merchants Committee.

Mrs. McCallister, who moved her store into new, larger downtown quarters in 1980, was honored for her leadership on the committee. She has been a leader in many of the committee's efforts and often has served as the group's spokeswoman.

Cosovich, a stockbroker for Somers Grove & Co. Inc., served as president of the chamber in 1938, 1940, 1946 and 1947. During that time, he "did a marvelous job" attracting new business to the area, said Don Mitchell, who presented Cosovich an honorary life membership in the chamber.

Cosovich, mayor of Astoria from 1950 to 1958, still is active in the chamber and in the community, Mitchell said. Mitchell said the city's future depends on people like Cosovich, who are willing to work to make something happen in the community.

1/19/81

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Peggy Goodenberger



Loran Mathews



The Daily Astorian—CHRIS GENNA

Port's new dredge

1/21/81

The Port of Astoria got a bargain, port commissioners say, when they purchased the former U.S. Army Corps of Engineers pipeline dredge Luckiamute for $3,700 through the state's Department of General Services.

But the big, light-colored dredge has been idle, moored at the west side of Pier 1, above, since its arrival because it needs modifications to make it suitable for the port's needs.

Now, Harry Utti, head of engineering services for the port, has received commissioners' permission to submit a grant application to the Pacific Northwest Regional Commission for $290,468 to renovate the Luckiamute and operate it for 750 hours.

Utti said that price would include $53,750 for remodeling, $68,125 for pipe, $119,900 for labor, $41,250 for supplies, and $7,443 for contractual services.

Durham chamber manager

1/22/81

Former Cox Cablevision Corp. General Manager Jim Durham is the Astoria Area Chamber of Commerce's new manager.

Durham, 51, replaces Mark McCollum, who resigned to take a job with the North Clackamas Chamber of Commerce, Milwaukie.

During the eight years he was general manager of Cox Cablevision's North Coast system, Durham was active in the chamber, serving as vice president in 1979. He was elected president for 1980, but resigned a short time later to move to Portland, where he was transferred as Cox's franchising coordinator.

Before moving to Astoria in 1972, Durham was general manager of Vue-Sonics Inc., a cable company in Carpentersville, Ill. He had worked in cable television since the early 1960s, when he began as a television repairman for The Dalles TV Co.

Durham said he hopes to continue the successful membership drive the chamber began last year, which he noted has increased membership by about 30 percent.

The chamber should "work more closely with the Port of Astoria," Durham said. Recent developments in the port's quest for a coal-shipping yard should be pursued and the chamber should help, he said.

Astoria also should seek to boost tourism, especially during the winter, said Durham, suggesting organization of a major winter event to draw tourists to the North Coast.

"The chamber can be — and should be — very much a force that can get things done, but you've got to have somebody driving hard for it," Durham said.

1/23/81



Stan Hauer



Chris Copstead

STAN HAUER AND CHRIS COPSTEAD have been elected co-chairmen of the Astoria Area Chamber of Commerce Retail Merchants Committee for 1981.

They replace Bobbie McCallister, owner of The Galleon gift and luggage shop. Hauer is owner of Hauer's Cyclery; Copstead is assistant manager of Bill's Department Store.

The committee's new secretary is Sharon Kelley, co-owner of Western Auto Associate Store; the new treasurer is Cheri Savage, assistant manager of the Bank of Astoria.

Hauer said the committee plans to have speakers at each monthly meeting this year. The committee meets 7:30 a.m. at the Fiesta Restaurant the first Wednesday of each month.

Thank you Astoria Businesses for your donations for 1980 Christmas. Your donations went for the Column lights, downtown Christmas Pennants, Santa Claus House & Children's Christmas movie. Also thank you City of Astoria for Free Parking.

1/23/81

1980 CHRISTMAS DONATORS

Astoria Florist
Astoria Cleaners
J.C. Penny Co.
Galleon of Astoria
Anderson, Fulton, Lavis & Van Thiel
Utzinger's Book Store
Bill's Dept. Store
Kaufman's Sport Center
Anderson Bros. Jewelers
Columbia Federal Savings & Loan
The Guild Men's Shop
The Ball Studio
Astoria Beauty College
Gannaway Bros. Jewelers
Sears, Roebuck and Co.
J.J. Newberry Co.
Sticks and Stones
Butch's for Sir
Leon's
Paramount Drugs
Young World
Bank of Astoria
Pacific Power & Light
Feed Store Restaurant
First National Bank
The Daily Astorian
Michael's Antiques
Hauke's Sentry Market
Coast Rehab. Center
Thiel's Music Center
KVAS Radio
Englund Marine Supply
Lovell Auto Co.
Yergen & Meyer
Loop-Jacobsen Jewelers
Transamerica Title Services
The Compleat Photographer
Shoen's Danish Maid Bakery
US National Bank
Mel Kernutt VW & Dodge
Macdonald, McCallister & Snow
Fiesta Restaurant
Astoria Safeway
Liberty & Columbian Theatre
Pacific Northwest Bell
Mode-O-Day
Ter Har's
Western Auto Store
Harry Swanson Realty
Nordic Butik
Truus Needlecraft
Transamerica Title Services
Len's Hobby Center
Chan Studio
Astoria Plumbing
Paul's Sewing Center
Sailor Antiques
Astoria Health Foods
Prof. Optical Service
Terry Hahn Auto Parts
Reed & Grimberg Shoes
Astoria Business Equipment
Montgomery Wards & Co.
Astoria Apparel
Erickson Floral Co.
Equitable Saving & Loan
The Benjamin Franklin
Mead Interiors
Hughes-Ransom Mortuary
Hauer's Cyclery
Thompson & Taylor Realtors
Columbia Chocolates
Elliott Hotel
Art Needlecraft, Adelaine's
T.E. & ME Associates
Marcella's Christian Supply
KOKKO'S Tap Room
Clatsop Property Management
Sundial Travel
Dick's Doggies
North Coast Cobbler
Bill Leahy Metropolitan Insurance
The Community Store
Palo's Dept. Store

Port filing deadline Feb. 24

1/28/81

Candidates have until Feb. 24 to file for three Port of Astoria Commission positions which will be filled in the March 31 election.

Commission seats 1, 2 and 5 are up for election. Those are held by Chuck Thompson of Warrenton, Dave Corkill of Astoria, and Henry Desler of Seaside, respectively. Port commissioners notified the Clatsop County Election Department Friday that the positions would be on the ballot.

While all the commission positions are four-year terms, Desler will be seeking election for the second time in two years.

Desler was elected in April 1979 in a special election after he was appointed to fill the unexpired term of Vern Davis of Seaside, who died in 1978.

Similarly, Thompson was appointed to the commission to fill the unexpired term of Astorian Bob Hanson, who died in June 1978. Though statutes call for Thompson to be confirmed in his appointment, Position 1 would be up for election this year in any case.

Dave Corkill, who holds Position 2, was elected in April 1977, defeating three-term veteran Frank Hoagland.

Hearing Feb. 10

Revised port budget okayed

1/23/81

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria budget committee members considered a supplemental budget Thursday which uses government grants and some pleasant surprises to make up for some nasty shocks in the 1980-81 budget.

Having won budget committee approval, the supplemental budget now will be adopted by commissioners after a public hearing Feb. 10.

Edwin Louma, a certified public accountant working for the port commission under contract, said some errors had crept into the port's budget despite careful preparation by the staff, review by him, and scrutiny and debate by committee members.

Most of the required corrections were the result of unforeseen expenses, most due to the May 18 eruption of Mount St. Helens.

Dredging expenses escalated dramatically after silt from the volcano's mud slides and upstream dredging began to accumulate in the port's berths.

Louma said the supplemental budget includes $290,000 for dredging, which would be added to $250,000 already budgeted.

Other volcano-related items include increased spending for longshore labor when labor-intensive cargoes were diverted to the Port of Astoria during the blockage of the Columbia River channel, and increased spending for watchmen's wages to guard automobiles parked in the port's cargo yard.

Two budget items had to be increased because they simply were miscalculated in the original budgeting. The 1980-81 budget allowed only about half the amount actually needed for "payroll taxes and insurance" and "pension contributions and employee benefits."

Louma said such an error was inexplicable. "The error is obvious," Louma said in prepared remarks, "when comparing the appropriation to prior years' actual expenditures, but went undetected in spite of several reviews and discussions in budget meetings."

Other expense increases were caused by the port's failure to reduce its staff as planned, either through layoff or natural attrition, in which an employee who retires isn't replaced.

So much for the bad news. The adjusted revenues in the supplemental budget came from fuel dock sales, where an expected decline in fuel sales didn't materialize — the port has received more than twice as much revenue from that source as budgeted.

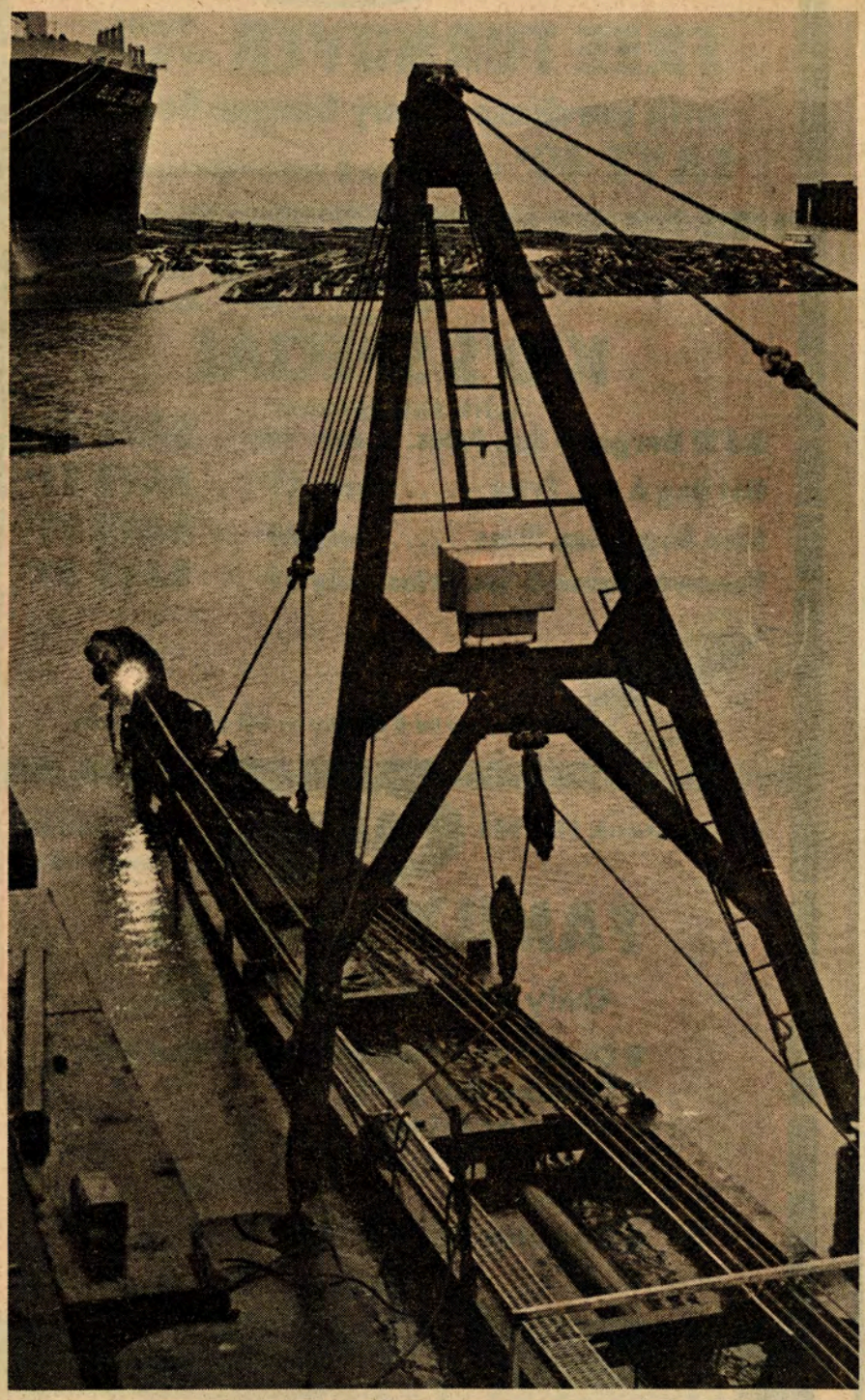
Indeed, the $282,322 actual revenue for the first six months of the fiscal year (which ends June 30, 1981) exceeds the $275,000 which had been budgeted for the entire year.

A $250,000 grant from the Pacific Northwest Regional Commission for dredging the port slips was the major factor in balancing the supplemental budget.

Louma said pending grants may come to more than that, but if so, the money can be spent for further dredging without another budget amendment.

1/28/81

Port dredging to remove volcano's silt



The Daily Astorian—CHRIS GENNA

An employee of Sandau Dredging Co. connects pipe to the company's pipeline dredge Tuesday at the Port of Astoria.

Sandau Dredging Co. is expected to begin dredging Port of Astoria slips this week, removing sediment that has accumulated as much as three feet deep since the May 18 eruption of Mount St. Helens.

The port has been issued temporary permits allowing the sucked-up muck to be disposed of in the Columbia River just south of the ship channel, and just above the saltwater wedge that rises in the river mouth at high tide.

Port officials have touted the "flow-lane disposal" plan as a way to dramatically cut dredging costs. Sandau Dredging, a Salem company, is to be paid $72,500 to remove about 20,000 cubic yards of sediment.

The port has purchased a surplus pipeline dredge from the U.S. Army Corps of Engineers to remove sediment on a regular schedule, but before that work can begin, the flow-lane disposal permits must be made permanent. Otherwise, spoils will have to be pumped across Youngs Bay to upland sites like those at Clatsop County Airport.

National Marine Fisheries Service personnel are monitoring the effects of the temporary in-river dumping to see if a permanent permit can be issued.

Harry Utti, head of engineering services for the port, reminded mariners that Sandau's disposal pipe will extend about 1,000 feet into the Columbia River from the slip between Piers 1 and 2.

Utti said Columbia River bar pilots have been informed of the pipe's location, even though it won't enter the ship channel. Operators of smaller vessels should use caution in the area of the port docks to avoid damaging their boats or the dredge gear, he said.

2/2/81

Retail Merchants Meeting — The Astoria Area Chamber of Commerce Retail Merchants Committee will hold its monthly meeting 7:30 a.m. Wednesday, Feb. 4, at the Fiesta Restaurant. Speaker will be Jim Durham, former Cox Cablevision Corp. Astoria district manager and the chamber's new manager.

2/4/81

Shelton starts at port

The Port of Astoria's new executive director has assumed his duties a week earlier than had been planned, a port spokeswoman said today.

Floyd Shelton, former manager of the state Economic Development Department's Ports Division in Salem, started Monday, attending a coal export workshop in Portland.

Acting Director Roger Shannon also assumed his new duties Monday as deputy director of operations. Greg Baker, the port's new deputy director of finance and administration, will begin Feb. 9.

1/28/81

Shelton hires 2 from state as assistants

When new Port of Astoria Executive Director Floyd Shelton begins work here Feb. 9, he'll bring with him two associates from the state Economic Development Department.

Greg Baker, who supervises the EDD's port revolving fund, will become port deputy director for finance and administration. Christine Rose, Shelton's executive assistant in Salem, will take a similar position at the Port of Astoria. Shelton is manager of the EDD's ports division.

Shelton's hiring of the two state employees was announced Tuesday by Port of Astoria Commissioner Fred Shaylor.

Shaylor said port Deputy Director Roger Shannon, who has been acting director since George Grove resigned Dec. 2, will become deputy director for operations, a position similar to that held by Gail Packard before he resigned from the port staff last year.

Ms. Rose will replace Starla Dean, who was executive secretary to Grove and Shannon.

Shaylor said he doesn't know what Baker and Ms. Rose will be paid. "I imagine that's something Floyd worked out with them when he hired them," Shaylor said. Shelton couldn't be reached today.

Baker, who has an economics degree from Oregon College of Education and a master's degree in business administration from Portland State University, was employed as a federal savings and loan examiner before moving to the EDD. He has managed the port revolving fund for two years.



Greg Baker



Christine Rose

Ms. Rose has worked for Shelton for the last year. Before that, she worked for the state Department of Land Conservation and Development. She presently is a student at Portland State University.

For eight years before moving to Oregon, Ms. Rose was an administrative analyst for Eastern Airlines' Miami-based operations division.

Leave from Fort Clatsop March 23

2/4/81

Four to make Lewis and Clark trek

PORTLAND, Ore. (AP) — Those four people paddling two canoes on Horsethief Lake near Lyle, Wash., on Monday weren't just casual canoers. They were practicing part of their plan to travel across half a continent.

The three men and a woman plan to leave Fort Clatsop National Monument, south of Astoria, on March 23 for a six-month trip of about 4,000 miles by canoe and horseback to St. Louis.

They will take the route followed by explorers Meriwether Lewis and William Clark as they returned to St. Louis in 1806 after having journeyed from there to the Oregon coast during a two-year expedition.

The Oregon travelers hope to reach St. Louis on Sept. 23, just as Lewis and Clark did.

Two Falls City men, 32-year-old Gene Downs and 30-year-old Scott Roberts, began organizing the expedition about three years ago in connection with their Something Productions.

They plan to make film and tape of the journey for use in an educational videotape production.

Downs said, "We'll be dressed in authentic buckskins. The six-month expedition will be as authentic as possible. We'll try to stay away from roads while on horseback as much as possible."

Lincoln City veterinarian Ann Samsell, 32, and Salem artist Craig Zuger, 25, joined the expedition later after learning of it through news reports. Downs' dog Clyde, a Doberman pinscher, also will make the trip.

Zuger, the newest member of the group, said in a telephone interview, "It intrigued me enough to get in touch with Something Productions. I was fascinated with the production."

Members of the team will rotate the chore of driving a van and trailer on highways that parallel their route. The van and trailer will carry supplies but are being taken mainly for safety, in case quick transportation is needed for a sick or injured traveler, Zuger said.

The journey is to involve about 3,000 miles of canoe travel and 1,000 miles of horseback travel — with canoes used from Fort Clatsop to The Dalles, Ore., and from Park City, Mont., to St. Louis and horses used between The Dalles and Park City.

The travelers have arranged for the horses, owned by Something Productions, to be delivered to them at The Dalles. They plan to sell the horses at Park City.

"History was my minor in college," Roberts explained by phone. "This is the 175th anniversary of the trip, and we re-create historical events, so we thought this would be a good time to do it," he said.

Roberts is the photographic specialist and Downs is the sound specialist for Something Productions. The operation mainly makes educational re-creations of historic adventures.

Some of its productions have been sold for television use, but mostly they are presented by Roberts and Downs at schools.

2/4/81

Port officials: Coal session valuable

Oregon port officials are enthusiastic about the results of the Oregon Coal Terminal Planning Workshop held Monday and Tuesday in Portland.

A spokeswoman for the state Department of Economic Development said the Governor's Coal Facility Steering Committee met with 60 persons who wanted more information or to present development plans.

The committee was divided into two groups with representatives of the governor and the ports of Astoria, Coos Bay and Portland in each.

Fred Shaylor, a Port of Astoria commissioner who serves on the steering committee, said many of the potential developers said they believe Astoria is the logical place to put a coal yard.

"My committee met with 10 people," Shaylor said, "people like NERCO, Peabody Coal, Ogden Corp., Pacific Resources, the Industrial Bank of Japan.

"We asked them what was most needed in a coal terminal, and the majority answered 'deep-draft port facilities'. When we asked where the best location would be, the consensus was 'Astoria.' "

Shaylor said the conference was "very positive," even though most who addressed the steering committee were guarded because of the state's "cautious" approach — putting representatives of all three ports on the steering committee.

"But I think the conference was a good thing," Shaylor said. "We got a lot of exposure. A lot of attention was rekindled toward Astoria."

Darrel Buttice, a spokesman for the Port of Portland, said about half a dozen potential coal terminal developers called on that port's top brass following preliminary discussions with the steering committee.

All were interested in developing a coal transshipment site in Portland's Rivergate Industrial District, Buttice said, though many of them were exploring the possibilities of developing both that site and one in the Astoria area.

"It was great," Buttice said of the conference. "I think it accomplished the goal intended for it — it got Oregon's story out; it showed these people (coal exporting interests) that the state has the potential, and you don't have to pick one site or the other, you have a selection."

2/6/81

Dredging, draft of ships part of coal shipping

Dredging and the draft of vessels is a key part of any discussion of coal shipments from Oregon ports.

Most transportation experts say huge ships — up to 100,000 dead weight tons — will be needed to move the vast amount of coal which will be in demand by the end of the century.

Those "supercolliers" would draw up to 50 feet of water, and few harbors at either end of the imagined trans-Pacific coal trade have that much water.

The Columbia River channel to Portland, for example, is only 40 feet deep.

Ogden Beeman, of Ogden Beeman & Associates of Portland, an expert on shipping matters who frequently does studies under contract to the Port of Portland and other ports, doesn't see any problem with that, because he thinks the coal superships will be special designs.

Beeman told participants in a two-day Oregon coal planning workshop that in the near future ships can be built which will be dedicated to the trans-Pacific coal trade, and they could be designed specifically for it.

That means they won't be called on to negotiate the Panama Canal, Beeman said, and the architects who design them can ignore the "Panamax" limits — 40-foot maximum draft and 106-foot maximum beam.

Beeman said wider ships could be built, for example, which could carry the heavy loads without exceeding a 40-foot draft. He cited a new ship on the Lloyds' registry which is 80,000 dead weight tons, yet draws only 39 feet. It accomplishes that, Beeman said, by being 135-140 feet wide — about 30 feet too wide to pass through "The Big Ditch."

Beeman added, however, that those new ships are far down the road. He said most ships in service or planned for construction in the immediate future will draw less than 40 feet of water.

Others at the conference disagreed, and none more emphatically than Ian Ross, chairman of Swan Wooster Engineering Co., Vancouver, B.C. Ross said flatly the 40-foot-depth limit in the Columbia River already "excludes 40 percent of the world bulk fleet in service or building."

And in December. the Port of Portland Commission itself urged the U.S. Army Corps of Engineers, in a formal resolution, to consider deepening the Columbia River channel to Portland.

But perhaps the biggest argument against Beeman's contentions is history itself. Twenty years ago, when 10,000-dead-weight-ton oil tankers drawing 30 feet were considered large, few foresaw the 500,000-ton monsters that now ply the Persian Gulf, drawing more than 50 feet.

Beeman himself seemed to hint that ever-growing ship designs are possible in the coal trade. "When a shipbuilder decides to exceed the Panamax limits," Beeman said, almost in self-contradiction, "there's no particular reason for him to exceed the limits by just a little. If his ship has to be too big for the canal, he can make it lots bigger."

So it seems possible 50-foot-draft coal ships will one day cruise by without stopping in the Columbia River, with its 48-foot-deep entrance channel and 40-foot river channel.

Col. Terence Connell, Portland District engineer for the corps, said his agency is studying the feasibility of deepening the Columbia River entrance channel to depths of as much as 60 feet.

While Connell acknowledged the possibility of getting the work on a "fast track," he told the conference the present schedule is to have all the planning and public involvement complete by March 1983, and the work, if it's approved, begun by 1986.

Oregon Sen. Mark Hatfield, chairman of the Senate Appropriations Committee, is pushing for funding for that project. According to Connell, it would be completed in 1989.

But that schedule applies only to deepening the entrance channel, as far upstream as River Mile 2. To deepen the river channel as far as Tongue Point might take four years more. But one of Connell's subordinates said to "piggy back" extension of the channel to Astoria on the existing study would add only a year to the schedule.

Beeman had said "there probably isn't sufficient dredging capacity in the corps — at least on the West Coast — to accomplish the river mouth project."

Connell took issue with that, telling the conference the laid-up corps dredge Essayons could be returned to service, and three new dredges are under construction. He said private contractors could carry some of the load.

After the conference, Connell told The Daily Astorian that when the channel first was deepened to 40 feet, it made the bar too shallow.

"An increase of depth in the river requires a proportionally greater increase of depth at the entrance" because of wave action, Connell said. He indicated the 48-foot-deep bar, not the 40-foot-deep river, limits the size of ships which can visit Portland.

"It's absolutely essential we deepen the bar," Connell said. "If a ship has to go out partially laden, say a foot less draft, that can be more than 1,000 tons less cargo. And 1,000 tons can be the difference between operating in the red or operating in the black for a shipping line."

Connell focused on the deepening of the entrance to make it compatible with the present river channel. He sidestepped questions about deepening the river channel to make way for the "super colliers," saying he had no idea how long it would take, what it would cost, or where the dredge spoils would be placed.

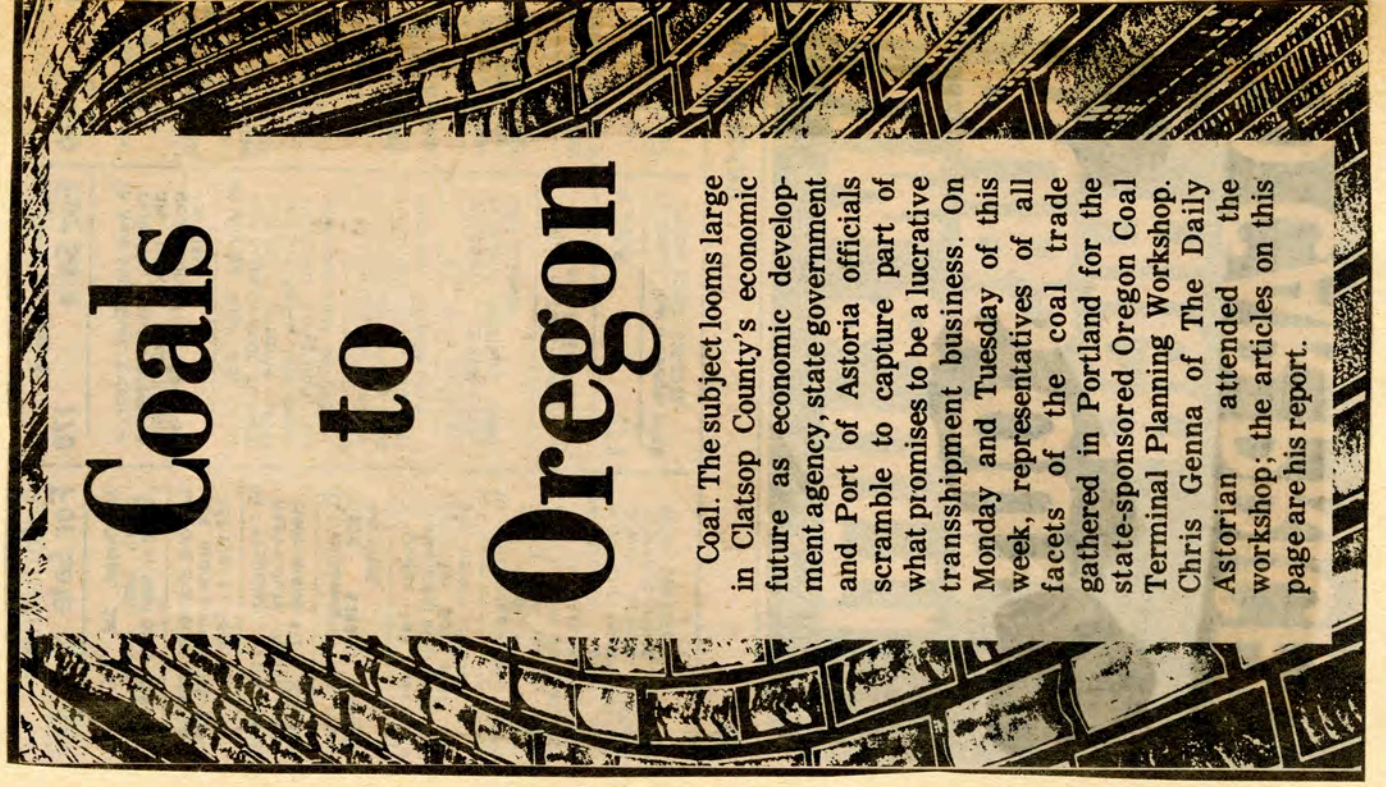
But if the river channel were to be deepened, as requested by the Port of Portland, it would be a monumental undertaking.

But, on the other hand, if the deeper river channel were maintained only as far upstream as Tongue Point, it would slash the federal government's potential costs. With 90-foot depths occurring naturally off Tongue Point, and 70-foot depths off Tansy Point, very little of that 18-mile stretch would actually have to be dredged.

The cost would be tremendous. Swan Wooster's estimate, included in the report of the governor's Lower Columbia River Development Task Force, put the cost at $15-20 million to deepen the bar to 60 feet and the river as far as Tongue Point to 50 feet.

(The task force report said it would cost $12 million more to dredge an access channel and turning basin at the Tongue Point site.)

But that's only a fraction of what it would cost to provide a deeper channel the 90 or so miles to Portland.



Coals to Oregon

Coal. The subject looms large in Clatsop County's economic future as economic development agency, state government and Port of Astoria officials scramble to capture part of what promises to be a lucrative transshipment business. On Monday and Tuesday of this week, representatives of all facets of the coal trade gathered in Portland for the state-sponsored Oregon Coal Terminal Planning Workshop. Chris Genna of The Daily Astorian attended the workshop; the articles on this page are his report.

2/6/81

How to get it from here to there?

A lot of wheels are going to have to grind cautiously into motion before Oregon sees the kind of coal transshipment Gov. Vic Atiyeh would like.

The coal is there. Estimates of reserves of steam coal in the U.S. Western states aren't measured in tons or years or decades, but in centuries of worldwide demand.

The market seems to be there. Conservative estimates are that Pacific Rim nations like Japan, Korea and Taiwan will be importing 300 million metric tons of coal a year by 2000, and one-third of it will come from the United States.

But everything between the coal mine and the coal-fired plant is in disarray. Before the United States can provide that 100 million tons of coal a year, railroad lines must be upgraded, ships built, channels deepened, and port facilities modernized.

The complexities of moving coal are illustrated in a National Geographic Society special report on energy published last week. That publication includes a photo of an entire fleet of coal ships — 50, the text said — waiting at Hampton Roads, Va., to take on coal.

It portrayed hundreds of railroad carloads of coal waiting to go on those ships. Yet the ships, the report said, will wait for weeks to load up and head to sea.

The bottlenecks are due to what Atiyeh called the "horse and cart" problem.

"A potential coal importer waits to convert power plants to coal until he can be certain there will be coal available," Atiyeh said.

"A potential coal exporter waits to build a export facility until he's sure there will be a market.

"A port asks a railroad to improve its roadbed so the port can. . .build a new coal facility. The railroad wants to see the new port facility first. Around and around it goes. . ."

Atiyeh acknowledged there are tremendous risks for businessmen, and added, "It's a fearful thing to move alone in such interdependent ventures as we are considering . . . The rewards, however, can be almost beyond imagining."

These rewards are extravagant indeed. Japan alone, Shigeru Onoda of the Industrial Bank of Japan said, will boost its import of coal from 17 million tons a year in 1980 to 75 million tons in 1990.

Onoda said Japan presently has 17 coal-fired power plants, but more than twice that number, 38, will be on line in 1990.

The bank executive said Japan buys 50 percent of its coal from Australia, as well as some from South Africa, but Australia's share of the increasing demand will drop below 50 percent in 1990.

Japanese utilities and industries, always looking for ways to diversify their sources of supply, will rely increasingly on the United States. Onoda said flatly, in response to a question from the audience, the Japanese would buy U.S. coal even if it cost more than Australian coal.

U.S. steam coal like that from the southern Montana-northern Wyoming Powder River Basin, has a lower thermal content than the Australian coal, but Onoda said that matters little as Australia reaches its production limit.

About all the lower heat content means, then, is that the Japanese will need more of the U.S. coal.

Rance Exline, a vice president of the Pacific Power & Light Co. coal subsidiary NERCO, Inc., said his company predicts even more Far East demand than the World Coal Study foresaw.

That study, the source of the 300-million-ton-per-year estimate, of which one-third would be supplied by the United States was prepared by Massachusetts Institute of Technology.

Exline called it "conservative." He said Australia has problems with adequate infrastructure and labor disputes.

South Africa has doubtful coal reserves and a government ceiling on exports. The People's Republic of China has vast coal reserves, but antiquated port facilities and an uncertain political climate which puts off potential foreign investments which could upgrade them.

By 1995, Exline said, the United States could be supplying 80 million tons a year to Japan, 25 million tons a year each to Taiwan and Korea, and 15 million tons to Hong Kong, for an annual total of 145 million tons.

So much for demand. What about supply?

"The United States is the Saudi Arabia of coal, but its coal isn't priced competitively because of port and transportation problems," Exline said.

Exline said the United States could be supplying 25 percent of the Far East demand by 1990, "but that trade must be captured from competitors."

Ian Ross, chairman of Swan Wooster Engineering of Vancouver, B.C., reminded the conference attendees that the United States mined 800 million tons of coal last year, much of it for domestic consumption.

The National Geographic report said the United States has about a quarter of the world's 200-year supply of known coal reserves, and probably about the same amount of its undiscovered reserves. Geologists say those deposits may contain 15 times what's been found so far.

So much for supply. It's what's between supply and demand that's causing the problem.

Exline was emphatic that rail rates are hurting U.S. coal companies' efforts at competitive pricing. He cited "high unit transportation costs" resulting from the 1,200- to 1.300-mile haul.

To illustrate the effect of transportation costs, Port of Astoria Commissioner Fred Shaylor said he was told at the conference that U.S. coal which costs $5-$6 a ton at the mouth of the mine costs $27 a ton when delivered to the ship.

Even worse than the problem of rail transport is the plight of U.S. ports, whose facilities sound little better than those in the People's Republic of China.

F. Glen Odell, of Seton, Johnson & Odell, Inc., another shipping consulting firm, said demand is so great "we'll have to start building now and keep putting coal terminals on line" to keep pace with the demand for U.S. coal, which he said will rise 10 million tons every two years between 1990 and 2000.

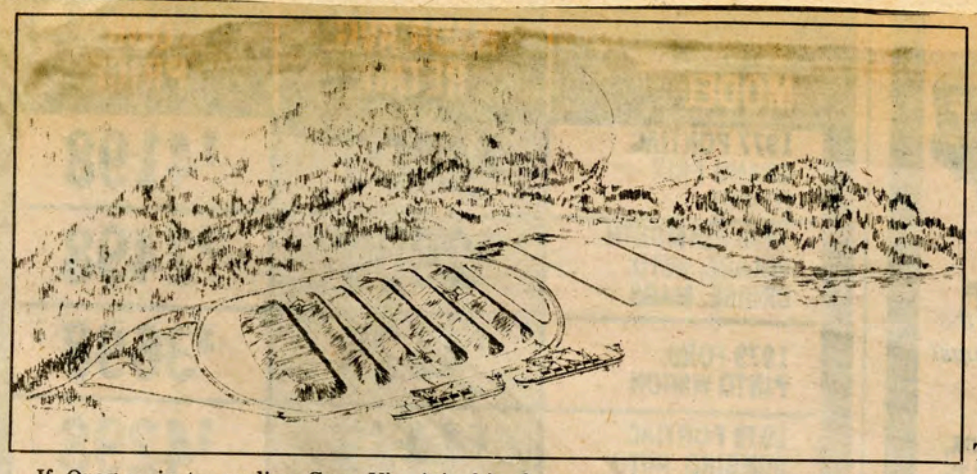
"But there are problems to be solved before the first ton can be moved," Odell said.

Exline said shippers would realize "significant savings" by moving coal in 100,000-dead-weight-ton ships. "But right now our ports aren't adequate for existing coal ships," he said.

Problems associated with gearing up to move mountains of coal can be minimized, Exline said, by starting small. The first phase is to export higher-grade steam coal from Utah and Wyoming. The second phase involves moving lower-grade Powder River coal through the Northwest, he said.

2/6/81

Three areas considered for export sites



Tongue Point site

If Oregon is to realize Gov. Vic Atiyeh's dream and become a major exporter of U.S. steam coal, the development will occur at any or all of three locations — Portland, Astoria, Coos Bay.

Each location has its long suits and shortcomings, and potential developers got an overview of them all at Oregon coal terminal planning workshop in Portland this week.

One by one, Jim Church of the Port of Portland, Roger Shannon of the Port of Astoria, Tom Hjort of Swan Wooster Engineering (speaking for Oregon state government) and Steve Felkins of the Port of Coos Bay trotted out their sites at Rivergate, Warrenton, Tongue Point, and North Spit respectively.

Church seemed to have the site most immediately available to the bottom-line-focused businessmen who attend the workshop.

Felkins' presentation on Coos Bay's North Spit site was different from the others because his port already has a developer and a coal supplier.

The two Astoria-area representatives couldn't conceal the fact that the "East Skipanon" and Tongue Point sites have the farthest to go. But, in spite of that, few missed the tremendous potential of both sites.

The east Skipanon site at Columbia River Mile 11, is almost entirely behind an existing dike, so site preparation would walk on few environmental toes, Shannon said.

The Tongue Point site, if the state goes ahead with purchase of surplus federal property to the south, is one of the largest single parcels of industrial lands remaining to Oregon ports — more than 400 acres. That site is at River Mile 18.

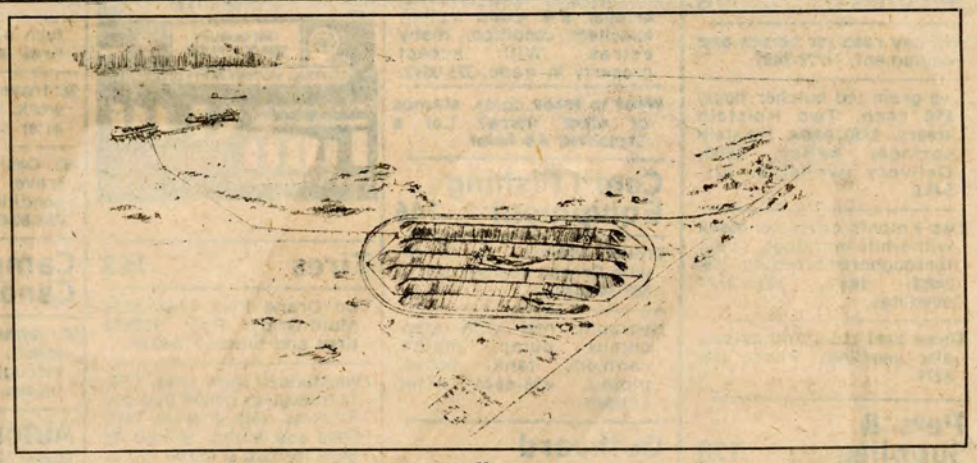
In both cases, the river mile location is important, since future coal ships may require 50 feet of water and no Oregon port has that much. Each additional river mile represents increased cost if the channel is to be deepened.

Los Angeles has a 51-foot channel, according to information furnished to The Daily Astorian by the Union Pacific Railroad. Tacoma, Wash., has a 60-foot channel, and Seattle a 50-foot channel.

But Long Beach, Oakland, Stockton, and Sacramento, Calif., like Kalama, Wash., and all three Oregon ports, would require further dredging to handle the 100,000-ton colliers most experts insist will carry the goods by the year 2000.

If Oregon finds the rewards of coal shipping worth the effort of dredging, both Astoria-area sites could be opened to "supercolliers" at a fraction of the cost of the Portland site, roughly 85 miles upriver.

Coos Bay's industrial site also would require minimum



Skipanon site

dredging, being 15 miles up the estuary. That channel is 35 feet deep, and the entrance channel 45 feet.

But neither Oregon coastal port has the kind of heavy-duty rail service which will be needed.

Here's how the Oregon sites compared:

— Portland's Rivergate site is about 100 acres, served by two railroads, the Union Pacific and Burlington Northern, though the latter line would have to lay connecting track. It has 40 feet of water. No filling would be required and maintenance dredging is minimal. The drawbacks are stringent air quality standards and the 40-foot-draft limit. Nonetheless, Church said, a coal terminal could be in place by 1983 and at full capacity by 1986.

— The East Skipanon site is 150 acres enclosed by a dike. It is served only by a Burlington Northern branch line, and that goes across an antiquated trestle which crosses Highway 101 on both sides of Youngs Bay. Some filling would be needed on the site, but natural scouring of the channel there provides water much deeper than the 40-foot channel authorized.

— Tongue Point is only 55 acres, but massive filling and acquisition of land to the south could expand that to more than 400 acres. The fill could come from spoil dredged from an access channel and turning basin, where there's only 30 feet of water now. Once in the river, depths down to 90 feet occur naturally.

Tongue Point has the same problem with Burlington Northern branch line service as the Skipanon site, minus the need to renovate the old trestle. If both the "north site" and "south site" were developed, Tongue Point could reach a staggering annual "throughput" of 20-30 million tons of coal. That would be nearly 10 times the average of the standard-model coal terminal.

— Coos Bay's North Spit is just 50 acres, served by a spur of the Southern Pacific railroad. That line doesn't have direct access to coal mines, but connects with other carriers. The developer plans to mix high-grade Utah coal with the low-grade coal of Eden Ridge near Coos Bay. (Some experts expressed doubts that would be any more practical than the long haul from Montana other ports face.)

Most conference participants interviewed by The Daily Astorian after the presentations thought the Portland site attracted the keenest interest. Some expressed disappointment the Astoria sites didn't come off better.

But some got the message of Astoria's advantages. A spokesman for the Union Pacific, for example, said his railroad would jump at the chance to haul coal to Tongue Point.

2/6/81

Price tag: $65 million

Gov. Vic Atiyeh, speaking at a two-day coal terminal planning workshop he organized, said "if predictions are correct, by the end of this century it will take every port site available on this coast to meet the 100-some-million-ton demand which will have to be shipped annually."

If one accepts that these coal sites are going to dot the landscape, one might next ask what they'll look like, how much they'll cost. Swan Wooster Engineering's answer is $65 million per copy.

"Copy" is an apt term because all are similar; one at Roberts Bank, B.C., looks much like one at Richards Bay, South Africa, or one planned for Kalama, Wash.

All require deep water nearby, good rail service, and 40 to 100 acres of land for loop track and coal storage of roughly 10 percent of the annual "throughput," which in the standard model coal yard is three or four million tons a year.

All will be served by 80- to 100-car unit coal trains which are unloaded by a machine which rolls each car over a deep pit to dump out the coal. The car, connected to the others with swivel couplers, is never disconnected from the train. An "indexer" pushes the train forward a car-length at a time to position each new car in the roller.

In cold climes, a thawing shed loosens the frozen coal before it comes to the unloader

Conveyors, sealed in pipe if air quality is essential, carry the coal to the piles, which are sprayed with water for the same environmental-protection reason. But in the Northwest, rain works as well. The coal is dumped on the pile with a stacker, and from there a reclaimer, often the same machine with a dual role, loads it on conveyors to a ship.

Quadrant loaders dump the coal into a ship's hold, distributing it evenly throughout the ship without the necessity of lugging the vessel back and forward at its berth.

Surface water, from the water sprays, (or the rain) is collected and reused many times before being treated to preserve water quality and released.

Now, here's the shopping list, according to Swan Wooster, the firm that's built more of the yards than everyone else put together.

— Site preparation, $2 million.

— Unit train unloading machinery, $7 million.

— Conveyor systems, $8 million.

— Stacker-reclaimer machines, $18 million.

— Ship loaders, $12 million.

— Marine structure (the berthing area and supports for loaders), $10 million.

— Sampling plant and ancillary buildings, $3 million.

— Electrical equipment, $5 million.

If you plan to move three million tons a year, figure on two stacker-reclaimers, Swan Wooster President Tom Hjort said.

2/10/81

Huge crane to be shipped through Port of Astoria

One of the more unusual cargoes to leave the Port of Astoria in recent years will be shipped out next week.

A huge Lampson Co. crawler-transporter will be loaded aboard a German-registered ship at Pier 3 after a 296-mile barge trip downstream from Pasco, Wash., where it was built.

Built for use in an oil-rig assembly yard in Scotland, the crane is valued at more than $1 million. It was to have been loaded aboard an oceangoing ship in Pasco, but delays in that ship's scheduling have necessitated a different plan, according to a spokesman for Bakke Steamship, agents for the deal.

Two Knappton Corp. barges will bring the double-track unit crane to Astoria, where it will meet the German freighter Stahleck, probably Tuesday.

The crane was to have left Pasco aboard the Dutch ship Happy Rider, a sister of the Happy Runner, which made history last year as the first ocean going ship to transit the Columbia beyond The Dalles.

For coal port

Shelton touts Skipanon site

2/11/81

SALEM, Ore. (AP) — The executive director of the Port of Astoria told the legislative committee Tuesday that the mouth of the Skipanon River, west of Astoria, would be a better location for a proposed coal port than another suggested site at Tongue Point, four miles east of the Skipanon.

Floyd Shelton told the House Committee on Trade and Economic Development that Astoria would not receive any money generated by a coal port at Tongue Point, which is owned by the state.

Instead, he said, the money would go to the state's Common School Fund.

The coal port proposed for the Astoria area would handle about 10 million tons a year.

Shelton admitted that locating a coal port at the Skipanon site could present several problems.

For one thing, the Columbia River's 48-foot depth near the Skipanon mouth won't accommodate coal ships. The river would have to be deepened to 60 feet, a process that could take six years and cost up to $30 million, he said.

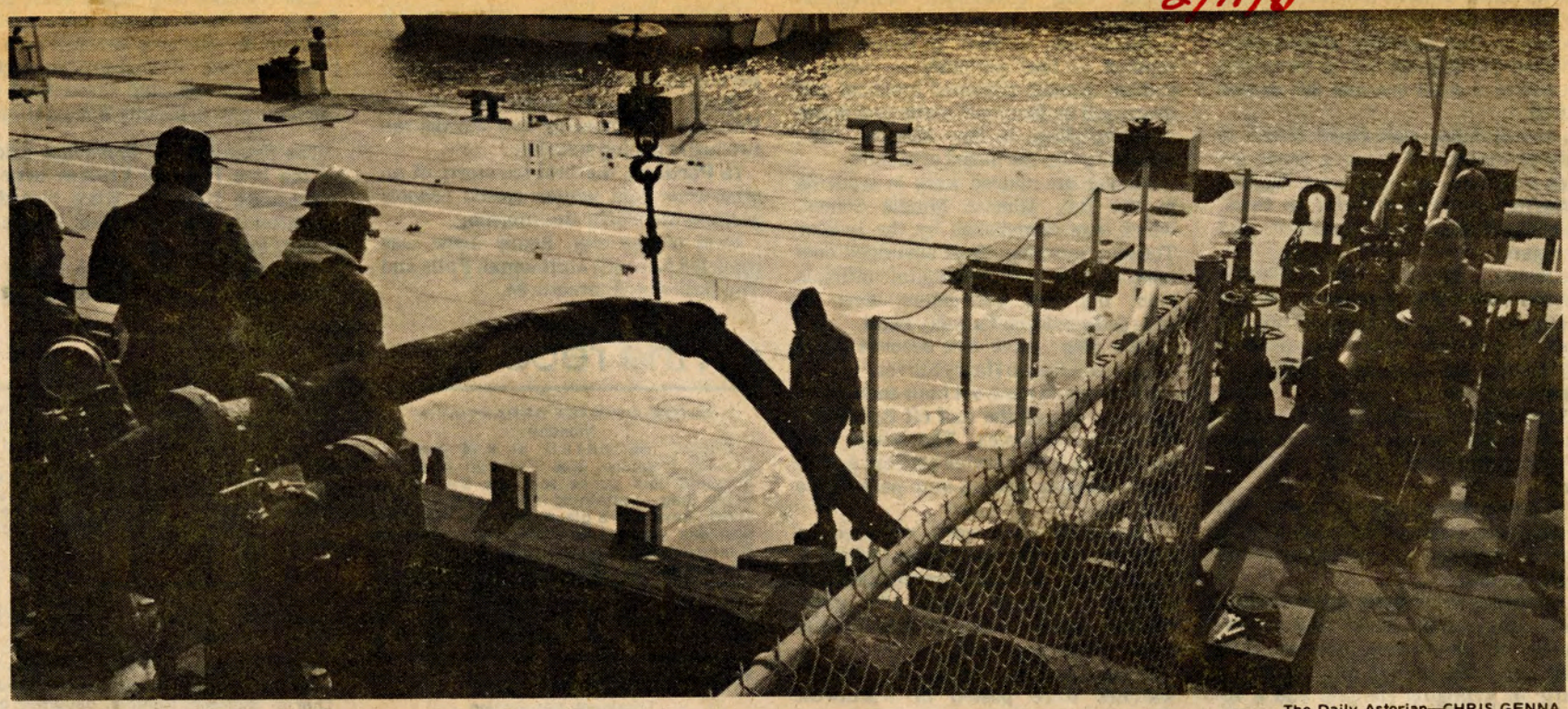
Other problems, Shelton said, are a railroad trestle near Astoria that would need to be strengthened and the impact of increased coal train traffic on Astoria.

Shelton said only three trains a week currently run through Astoria, but coal export would mean several 100-car unit trains traveling through the city.

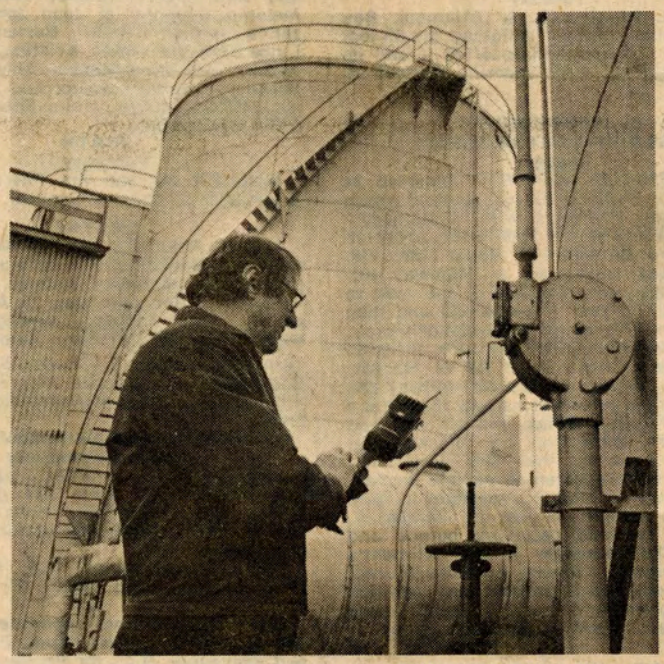
Shelton said coal trains would not be routed through Astoria if the port is built at Tongue Point.

He suggested the Skipanon site might be jointly financed by the Port of Astoria and a private company or industrial revenue bond.

2/11/81



The Daily Astorian—CHRIS GENNA



The Daily Astorian—BILL WAGNER

First diesel fuel

McCall Oil and Chemical Co.'s Astoria operation received its first diesel fuel Tuesday from a Tidewater Barge Lines barge which brought nearly a half-million gallons of the fuel to the west side of Pier 2.

McCall Oil spokesman Sam Sugura said the barge, which came from Portland General Electric's plant near Port Westward, supplied McCall with enough diesel oil to "start us out." He said 11,000 barrels of fuel were pumped into McCall storage tanks in about seven hours. A barrel is 42 gallons.

McCall Oil's plans to supply bunker oil for oceangoing ships have been delayed because it has been unable to dock tankers on the face of Pier 2.

Sugura said a lateral pipe will be laid west from the center-of-the-pier pipe so oil tankers can dock in the berth on the west side of Pier 2 to unload the bunker oil.

Sugura said that work would be completed in March.

McCall Oil plans to barge the bunker oil out to ships anchored off Astoria. Diesel will be dispensed to towboat operators and fishermen from the company's facilities at the pier.

In the photo above, a McCall Oil employee supervises the barge unloading operation on the pier. [illegible], Jim Hoey of the company's Portland office monitors the quantity in the storage tank.

2/12/81



Immortalizing a sunny city day

A sunny day in Seaside was immortalized on video tape last Thursday when a film crew from KOIN made four commercials to promote the city. The main body of the advertisements was shot at the Turnaround where Miss Oregon Teresa Richardson (left) invited people to come to Seaside and make some memories. The television commercials, were arranged by the Chamber of Commerce though the Portland firm of Ryan, Kaye, Rains Advertising and Public Relations. At right, several interested citizens discussed the commercials with advertising consultant Larry Kaye. From the left, they are Jeff Ter Har, Pete Ter Har, Kaye, Larry Haller (back to camera) and Mayor Joyce Williams.

(Staff photo)

Seasiders ham it up for TV commercial

By Thomas A. Grant
Signal Staff

People across the state will "view more to do" in Seaside today when the first of the city's new commercials appears on KOIN TV Channel 6. Four commercials, a $3,000 project of the Chamber of Commerce, were shot at the Turnaround last Thursday.

Unfortunately, some people might "view more to do" about the Turnaround than intended. Like clean the sidewalks. About an inch of mud was caked up against the curbs. When it was pointed out to Pete Ter Har, he said, "Next time we should be more organized."

But nobody worried. After all, the magic of television even makes Newport look good. The director, KOIN's Ron Rinella, hid the stray beer cans behind somebody's cowboy boots and grabbed his stars from the streets.

Luck was with him. Not only did the sun show up, but shortly after Mayor Joyce Williams lamented the absence of bicyclists because "Newport always has bicycles in their commercials," Vicki Backer rode by. Rinella flagged her down and drafted her into the show.

The extras also included Mayor Williams and Larry Kaye, the Chamber's advertising consultant from Ryan, Kaye, Rains Advertising and Public Relations in Portland, who circled the Turnaround in a car; Jack Cooper, already famous from his appearance as an extra in "Moving On," who wore his "North Pole Trading Post" sweatshirt; and Randy Loers who appeared because "It's a good day to be a star."

But the real star was Miss Oregon, Teresa Richardson. Today on Channel 6 between the 12 noon news and 12:30 p.m., between 4:30 and 5 p.m. during M.A.S.H., and between 11 and 11:30 p.m. during the news, she will drop her voice a couple notes toward tenor and tell about her fond memories of Seaside. "Come out to Seaside," she will say. "Make some memories of your own."

And maybe somebody will remember to clean up the sidewalk.

2/17/81

Tax credit to be discussed

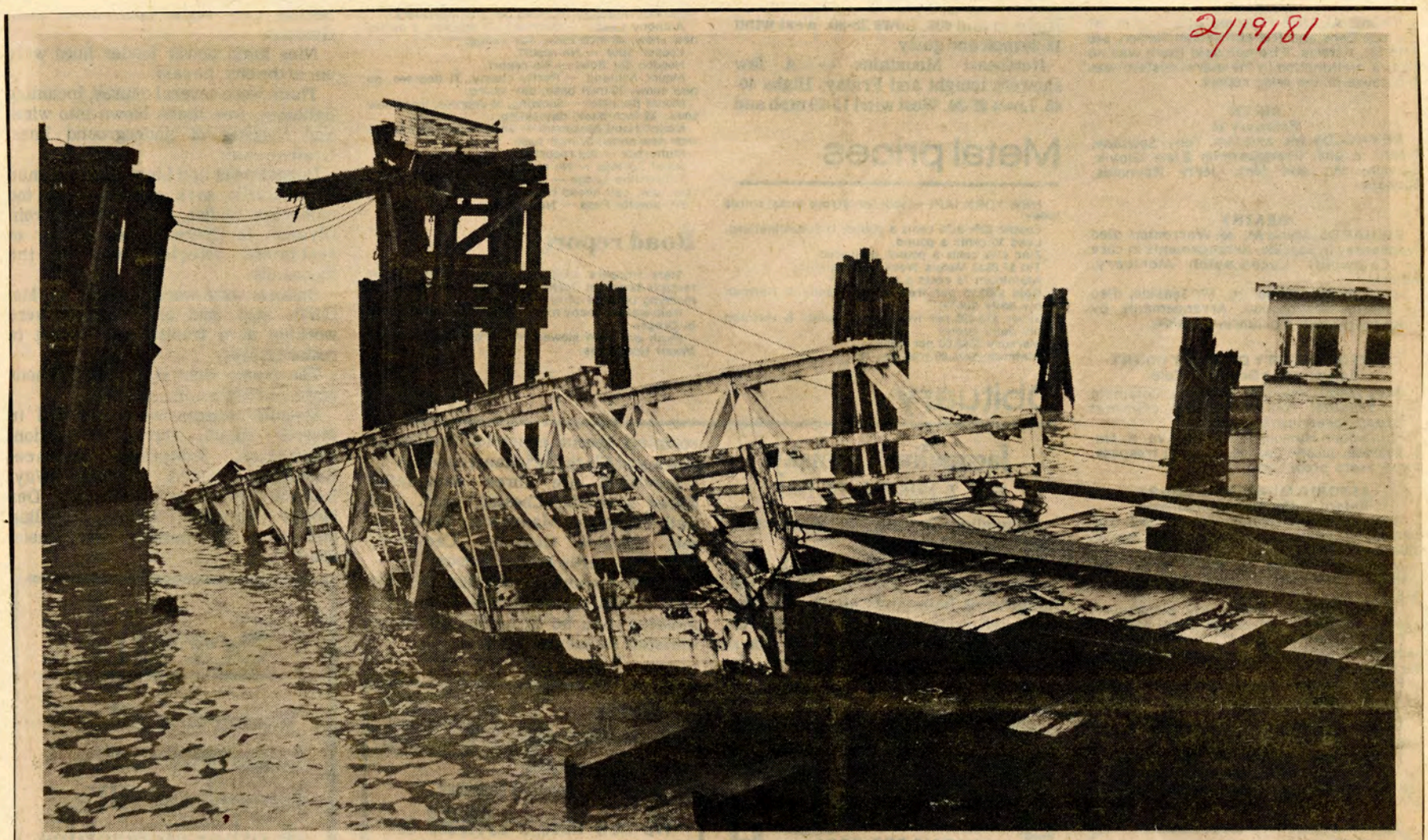
John McCullen, marketing coordinator for the National Alliance of Business in Portland, will be featured speaker at the Astoria Area Chamber of Commerce Thursday noon forum.

McCullen will talk about the "targeted job tax credit" available to employers who hire certain economically disadvantaged people. Lillian Anderson, coordinator of the program for the state Employment Division's Astoria office, also will be at the forum to answer questions.

McCullen has been director of the Pacific Northwest Regional Commission; training administrator for Boise Cascade Corp. in Boise, Idaho; research and training coordinator for Thiokol Chemical Corp., Ogden, Utah; and director of the Idaho Office on Aging, Boise.

The forum will be in the Chinook Room of the Thunderbird Seafare Restaurant, 400 Industry St., Astoria. Reservations can be made by calling the chamber office, 325-6311.

2/19/81



The Daily Astorian—BILL WAGNER

Ferry landing collapses

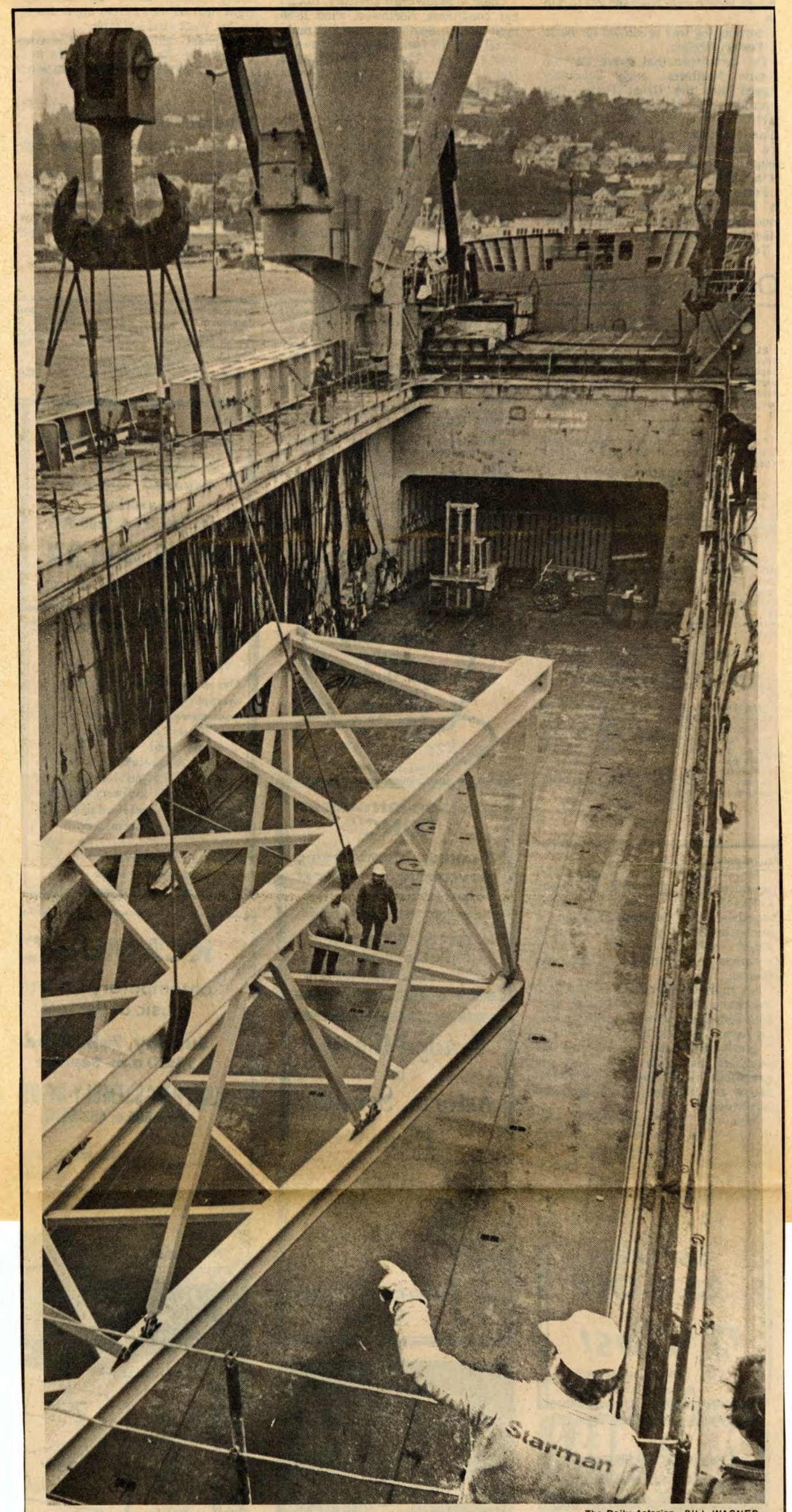
Years of neglect finally took their toll this week when a part of Astoria's history collapsed into the Columbia River.

The old 14th Street ferry landing hasn't been used since 1966, when the Astoria Bridge was completed. Knappton Corp. Manager Don Edy said the landing sagged into the river Monday.

Knappton purchased the landing in 1968 for $35,000. Edy said the landing will be removed and disposed of.

At one time, renovation of the ferry landing was considered and plans were to turn it into a "People Place" on the waterfront.

The City of Astoria government owns the part of the landing within the 14th Street right-of-way. Eldon Everton, Astoria district engineer for the state Highway Division, said state-owned buildings near the landing were sold to Barbey Investment Co. when Knappton purchased the landing.



The Daily Astorian—BILL WAGNER

Huge crane loaded

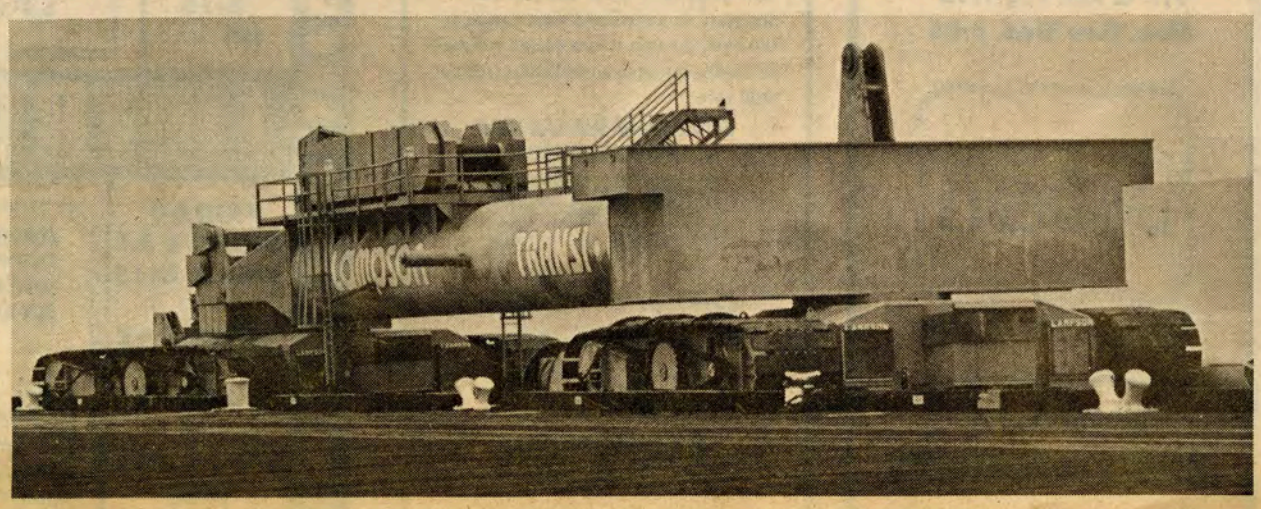
Part of the boom of a huge crawler-mounted crane was loaded into the hold of the German ship Stahleck, above, at the Port of Astoria this week.

The crane was barged to Astoria from Kennewick, Wash., where it was built for use in Scotland.

The crawler units of the 2,000-ton crane, waiting on a Knappton barge in the photo below, will be loaded on the Stahleck's deck as soon as minor problems with the ship's own cranes are ironed out, a port spokesman said.

The ship is due to depart next week.

Related story, Page 4.



Investigators seek Astoria oil spill origin



Oil-smeared employees of Environmental Emergency Services, Inc. use an oil adsorbent that resembles a cheerleader's pompon to clean up an oil slick under Pier 2 Saturday.

The Daily Astorian—CHRIS GENNA

By CHRIS GENNA
Of The Daily Astorian

U.S. Coast guard officials were continuing to investigate this morning the cause of a spill of about 3,000 gallons of heavy bunker oil into the Columbia River at the Port of Astoria docks.

The spill first was noticed late Friday morning, said Cmdr. Glenn Serotsky of the service's Air Station Astoria.

The Coast Guard Marine Safety Office in Portland is trying to determine the source of the spill, and coordinating the cleanup by Environmental Emergency Services, Inc. of Portland, a subsidiary of Riedel International Inc.

Waterfront sources said the initial spill amounted to 2,000 gallons, but an additional 1,000 gallons was spilled late Saturday or Sunday.

Cleanup had resulted in the recovery of about 1,500 gallons by Sunday night.

The spill is centered on the slip at the west side of the port's Pier 2, where the German-registered motor vessel Stahleck is berthed. The ship is loading a huge crane which was barged down the Columbia River from Kennewick, Wash.

Spokesmen for the Stahleck have denied the spill was from their tanks, however, according to Port of Astoria and U.S. Coast Guard spokesmen.

Under federal law, the party responsible for a spill must pay for the cleanup. Until the source of the spill is discovered, EES is employed as a contractor to the Coast Guard.

McCall Oil & Chemical Co., which operates a recently established marine fuel supply depot at the Port of Astoria, hadn't received any deliveries of bunker oil by the time of the spill.

But lines being used by McCall once were used by Standard Oil Co. to supply bunker fuel.

A spokesman for the Marine Safety Office in Portland said Coast Guard investigators were to examine the Stahleck's tanks and fuel plumbing today, looking for evidence to determine whether the oil came from the heavy equipment-carrying ship.

Such evidence might include, for example, the presence of water in the

See Oil, Page 2

Oil

Continued from Page

Stahleck's fuel system. But the spille
oil also could be "fingerprinted
against samples of oil from all potenti
sources.

The Portland Coast Guard offic
reported the Stahleck would be asked
post a $5,000 bond while the i
vestigation continues, which could
several weeks.

Cleanup of the "bunker C", a grade
oil used as ship fuel, was expected
take four or five days.

The Marine Safety Office reported
evidence of environmental damage.

Washougal, Wash.; and aunts a
uncles.

At the family's request, there will
no funeral. Arrangements are in care
Caldwell's Luce-Layton Mortuar
Astoria.

Mary Ellen Cole

Oct. 1, 1914 - Feb. 19, 1981

Mary Ellen Cole, 66, Seaside, di
Thursday in a Portland hospital.

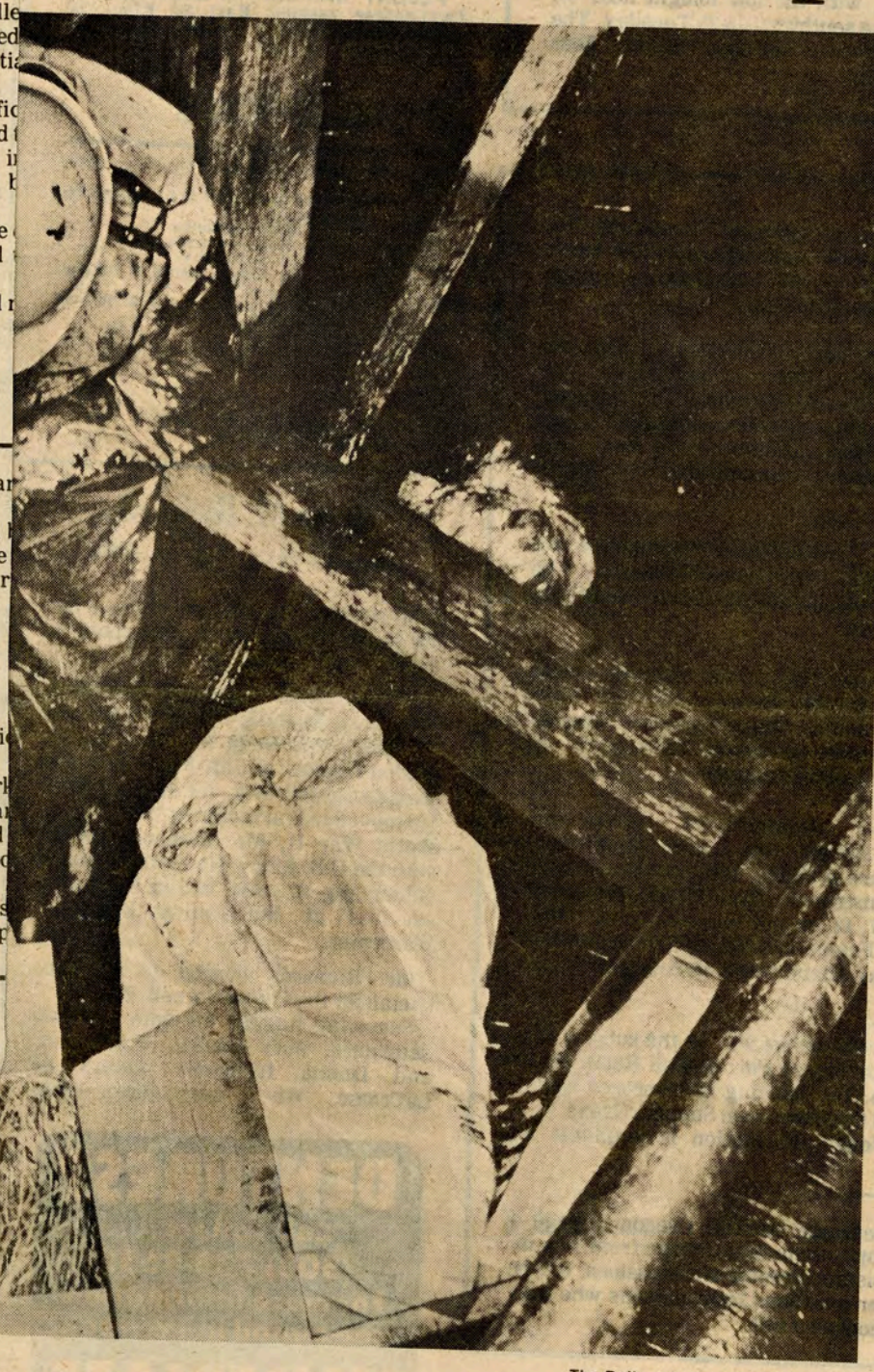
Born Oct. 1, 1914, in Winslow, Ar
she was the daughter of Howell a
Cecil Yoes Bailey. The family moved
Corvallis where she attended scho
there.

She married Kenneth Cole in Kels
Wash., in January 1935. The coup

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THANK YOU

eek Astoria oil spill origin



The Daily Astorian—CHRIS GENNA

es, Inc. use an oil adsorbent that resembles a cheerleader's pompon to

By CHRIS GENNA
Of The Daily Astorian

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See Oil, Page 2

Travel news

Coupons afford NW vacation bargains

2/24/81

Heralded as the bargain of the year are the "Mini Tours '81," which go with a book published by Pacific Northwest Travel Association Inc., the oldest such organization west of the Mississippi.

The 47-year-old non-profit group includes Oregon, Idaho and Washington, and their adjacent gateways — Victoria, British Columbia, and Yellowstone National Park. Members include hotels and motels, resorts, tourist attractions, restaurants, and hospitality-industry organizations.

The group has published an 8-by-11 paperback book with coupons worth more than $5,000, mainly on a two-for-one basis. Couples can save up to $150 on a weekend with the coupons, according to Carl Simmons, field representative of the group, at the Greater Portland Convention and Visitors Association.

"Taking part are the best resorts in Washington and Victoria and 29 properties on the Oregon coast," he said. "We hope to have more of everything next year. For instance, the only ski resort we have is Crystal Mountain and lift tickets at Schweitzer Ski Area."

Simmons said the program is designed to encourage residents to travel in the three states and take short vacations closer to home.

"This booklet will surprise everyone with the variety of things offered, such as coupons for the Oregon, Victoria and Seattle symphonies and operas, the Shakespearean Festival, Wildlife Safari, a complimentary night's lodging in Victoria's Olde England Inn, and two-for-one tickets to museums and Olympic Game Farm," he said.

The coupon book, which costs $35 and is valid through Dec. 31, is available at convention and visitors bureaus in participating states. Each bureau receives $10 per book, with the money to be used locally in the tourist and convention industry. The book is published in Portland.

Oil spill costing $18,000

2-22-81

The U.S. Coast Guard has spent about $18,000 for a cleanup of heavy bunker oil spilled at the Port of Astoria docks.

The spill, which first was reported Friday, now is estimated by the Coast Guard's Marine Safety Office in Portland to be about 4,000 gallons, 1,000 gallons more than previous estimates. A Coast Guard spokesman offered no explanation for the discrepancy.

As of late Monday the Coast Guard's cleanup contractor, Environmental Emergency Services, Inc. of Portland, had collected about 3,500 gallons of the gooey oil, which is contained inside a boom on the west side of Pier 2.

Lt. j.g. Norm Swenson of the Portland Marine Safety Office said cleanup work should be completed today or Wednesday.

An investigation to find the source of the spill is continuing, Swenson said, with Coast Guard inspectors examining the engine room of the German-registered motor vessel Stahleck, which is berthed at the port to load a large crane bound for Scotland.

But Swenson said McCall Oil & Chemical Co. also has been designated of "federal interest" in the case.

"We've told them (McCall) we will be looking at their operations as well. Mainly because they're there and we have to check all possible sources of the spill," Swenson said.

The Coast Guard spokesman said the party responsible for a spill is liable for the cleanup costs and a minimum $5,000 civil fine. "If they don't report the spill to the Coast Guard, it's usually automatically $10,000," Swenson said.

Swenson said any suspect vessels — in this case, the Stahleck — are asked to post a $5,000 bond for the civil penalty before clearing port. All ships are

Spill

Continued from Page 1

required to have a "certificate of financial responsibility" which Swenson characterized as "a sort of insurance policy" for the cleanup costs.

If the blame isn't fixed immediately, Swenson said, the Coast Guard designates the spill a federal cleanup job and hires contractors at taxpayers' expense. If the guilty party is located after that, he's charged for the cleanup and the Coast Guard's overhead in awarding the cleanup contract.

"It's a lot cheaper, generally, if they 'fess up,' " Swenson said.

Astoria facility may be state maritime museum

2/25/81

By CHRIS GENNA
Of The Daily Astorian

Astoria's Columbia River Maritime Museum would become the official Oregon State Maritime Museum under a bill introduced in the Oregon House.

State Rep. Ted Bugas, R-Astoria, said the bill he has introduced is a "relatively innocuous thing" he's been thinking about since a museum in Eugene was made the state anthropological museum some years ago.

Bugas said Columbia River Maritime Museum officials at first were a little concerned the designation would bring state-mandated requirements along with the title. But, he added, that won't be the case.

"It just establishes a state maritime museum at Astoria and makes the state Department of Transportation responsible for state participation with the Columbia River Maritime Museum."

Bugas said the bill contains no funding provisions. either authorization or appropriation, and "all it does is allow us to say we are the state maritime museum when applying for grants or whatever.

"It's a matter of prestige more than anything," Bugas said. "The bill just recognizes we have the best maritime museum in the state. No one else even remotely compares."

For that reason, Bugas expects little opposition to the measure. "There's not any mischief at all I can visualize. I've asked Mike (Naab, Columbia River Maritime Museum associate director) to come down to Salem when we get to hearings, and show some slides or something. I think we could overwhelm anyone else who tried to get the title."

Naab told The Daily Astorian Bugas' bill is appropriate. "The Columbia River Maritime Museum is the only agency in the state whose collections and resources are extensive enough to represent the state," Naab said.

$700 in donations needed

Clatsop tourist brochure nears printing

2/25/81

By EMMET PIERCE
Of The Daily Astorian

A brochure designed to promote Clatsop County as a tourist destination is only $700 away from publication.

The Clatsop Economic Development Committee's tourism subcommittee has raised $2,800 in donations for publication of "The Sunset Empire, Make It Yours." The travel booklet promotes attractions in Astoria, Seaside, Warrenton, Hammond, Cannon Beach and unincorporated areas of Clatsop County.

Subcommittee members see the brochure as the first step toward uniting the communities in promoting the North Coast's travel industry. The Oregon Hospitality and Visitors' Association has volunteered to distribute the promotional pamphlet. Subcommittee Chairwoman Patsy Conner said she's confident the remaining $700 in donations needed to publish the brochure will be forthcoming.

"I'm still in awe of all the things people did to make this go," she said. "We wanted it out in February." Now the subcommittee has set its sights on a March publication date.

Mrs. Conner said a mail solicitation by Astoria Jaycees resulted in $1,586 in contributions from North Coast businesses. About $1,310 in additional pledges has been received. Some $700 of that will come from the economic development committee. A $500 donation was received from Orson Kelly of the Gearhart Golf Course.

Mrs. Conner, an Astoria travel agent, said American vacation patterns are changing. Instead of taking long trips and going abroad, vacationers are taking shorter trips within the United States. If the area is promoted properly, the North Coast can increase its share of visitors, she said.

In related matters, Mrs. Conner said the North Coast has been included in an Air California travel package.

Beginning in March, Air California will promote Oregon as a travel destination. The year-round promotion will feature salmon fishing, tours through the Columbia River Maritime Museum, meals at the Crab Broiler restaurant at Cannon Beach Junction and lodging at local motels. A voucher system will be used.

In other efforts to promote the North Coast, the subcommittee has been working with the Greater Portland Convention and Visitors Association to bring a group of foreign travel writers to the Sunset Empire.

"I'm assuming they'll write articles and get their customers interested in the area," Mrs. Conner said. "I think it's great that Oregon is promoting in other countries."

The foreign travel writers will arrive here Thursday as part of their two-day Oregon tour. They'll dine at the Crab Broiler.

"As of this date the foreign travel writers group includes nine persons from Bahrain, Malaysia, Thailand, Holland, India and Australia," Tony Raiter, tourism director for the visitors' association, wrote Feb. 17. "We're looking forward to 'selling' them on the abundant travel opportunities offered by our beautiful state."

Subcommittee members will be on hand to add to that "selling" effort.

Dragger could have had booming business

By CHRIS GENNA
Of The Daily Astorian

John Owen, skipper of the Astoria-based dragger Mitkof, got a charge out of a netful of fish Friday. But fortunately, it didn't go off.

While Owen and his crewmen, Lester Haines and Greg Sharpe, were sorting through a pile of fish on the Mitkof's deck, they discovered the net also had brought up a World War II-vintage depth charge.

Owen told The Daily Astorian the Mitkof was fishing about 35 miles west of Willapa Bay entrance when the rounded-nosed, rusty ordnance came aboard.

Owen said he wasn't too concerned about the charge going off on the dragger's deck because of the pounding it undoubtedly took while in the net.

Nonetheless, when the Mitkof returned to Astoria's East Mooring Basin Sunday, Port of Astoria officials summoned the 27th Explosive Ordnance Disposal Detachment from Fort Lewis, Wash.

Military explosive experts arrived in Astoria about 3 p.m. Sunday to take charge of the device. The officer commanding the group said the surprise package was a depth charge designed to be dropped from aircraft.

He said it may have been dropped by an airplane during World War II, when Japanese submarines were reported off the Northwest coast.

But the spokesman said the bomb's detonator, a pressure-sensitive device which was to set off the charge's 249 pounds of TNT at a specific depth, malfunctioned. The explosive rested in 280 fathoms of water for the next 40 years.

Another member of the detachment said the charge was identical, internally, to the familiar "ash cans" dropped by surface vessels, except that it had a rounded nose and finned tail like aerial bombs.

The tail was gone when the charge came up in the Mitkof's net.

The Army experts took the bomb to Camp Rilea for evaluation, then to Fort Lewis in a sandbagged truck. "There is always a chance it could have exploded," the spokesman said, "but not a great chance." The charge will be set off at Fort Lewis this week.



The Daily Astorian—CHRIS GENNA

Skipper John Owen with the World War II-vintage depth charge.

2/23/81



The Daily Astorian—BILL WAGNER

Leaning ship of Astoria

The German-registered motor vessel Stahleck leaned Tuesday into the weight of a giant crawler crane it's loading at the Port of Astoria.

The ship's own cranes are taking up one of two large crawler units. Both crawlers and the boom bring the total weight of the Kennewick, Wash.-built crane to 2,000 tons. The 460-ton-capacity cranes on the Stahleck are teamed up to lift the ponderous weight of the crawler.

But the Stahleck is under pressures other than the weight of the crane it will take to Scotland, however.

A spill of about 4,000 gallons of bunker oil surrounds the ship, contained within the boom floating in the water under the ship's bows.

Coast Guard inspectors have been scrutinizing the ship since the spill was noticed Friday, though no one has determined the source of the spill.

'Divers from North Coast Diving examined the Stahleck's hull this morning to see if the ship is leaking fuel, but Mark Covell, spokesman for the firm, said no "direct indication" was found.

Those divers are working under contract to the Coast Guard, but if the spill is from the Stahleck, the ship's owners will have to pick up the tab for the cleanup operation, which is in its sixth day.

'I shall recommend people to come here'

2/27/81

Foreign travel writers visit county

By EMMET PIERCE
Of The Daily Astorian

SEASIDE — Peter Gros chewed thoughtfully on the stem of his pipe, then exhaled a mixture of words and smoke.

"Definitely, I shall recommend people to come here," he said through his thick Dutch accent. "My impression is a very nice state with nice weather. That is important for Dutchmen who have to go to the Mediterranean for the sun." He dismissed the rain that was falling outside as unimportant. "You have a nice climate and it's quiet here. Prices here are much lower than in Europe and in my country."

As editor of Hotelrevue, a monthly trade magazine for Europe's hotel industry, Gros, along with his journalistic colleagues, is being courted by Oregon's vacation industry.

THE DUTCHMAN WAS one of three foreign travel writers touring the North Coast Thursday. The tour, which began at the Crab Broiler restaurant near Seaside, was organized by the Clatsop Economic Development Committee tourism subcommittee and the Greater Portland Convention & Visitors Association.

The North Coast's tourist industry is responding to a new, global reality. After playing host to Americans for decades, Europeans and Asians are turning the tables. They're vacationing in the United States. And Oregon, with its scenic beauty and small population, seems to be just the place for affluent Europeans who want to get away from it all.

Unlike California, Oregon is virtually undiscovered by Europe, said Gros. "Many Dutchmen are going to California. California is, in Europe, a name. The movie industry. San Francisco."

Canada, too, is popular with the Dutch, he said. Many have relatives living there. "There are not many Dutchmen going to Oregon and Washington. Your state has not a direct air connection with Europe."

TAKING THE TOUR with Gros were Beris Moffat, a writer for Better Homes and Gardens' bureau in Sydney, Australia, and Cornelis G. Hundepool, editor of Zankereis, a travel and business magazine and Luchtvracht, a trade magazine for the air cargo industry. Both are published in Holland.

Like Gros, Ms. Moffat found Oregon appealing. And like the other writers, she traveled to Oregon Wednesday from California where she was attending the Pacific Area Travel Association Conference. She spent the night at Timberline Lodge on Mount Hood.

Writers at the conference were given the choice of touring the California redwoods or coming to Oregon, she said. Most chose the redwoods. Based on what she had heard about Oregon, "I thought this place was awful," she said. "I made up my mind to come anyhow." She said she wanted to meet "real Americans."

WHAT APPEALS TO her most about the state is its unspoiled beauty. "I just spent two weeks in Hawaii. "They ruined a lot of areas making the place too commercial. I think it (Oregon) is terrific the way it is.

"It worries me when I hear everyone is going to modernize," she continued. "We're really going to love your small shops. That's what we love about England. Don't give us your Hyatts and your Hiltons because we've got those in Asia and they're better than you've got here."

Hundepool said his countrymen like Oregon's small population and abundance of state parks and recreation areas. The prices aren't bad, either. In Holland, renting a motel room for $40 per night is considered very inexpensive.

Although 10 foreign writers accepted the Portland visitors association's invitation to tour Oregon, only four showed up. One stayed behind in Portland Thursday to photograph ships at the port. Gros insisted it was a breakdown of communications that prevented the others from coming.

AFTER LEAVING THE restaurant Thursday, the writers visited Cannon Beach, Seaside and Astoria. The guides were Marjorie Halderman of Astoria, Steve Martin of Cannon Beach, Doug Barker of Seaside, and tourism committee Chairwoman Patsy Conner.

Gros asked his hosts not to be disappointed at the small number of writers who responded to their invitation to visit the North Coast. "As a group it's very small," he said with a grin. "But the quality is very high."

Tourism subcommittee members hope that quality will result in articles about the North Coast in foreign travel magazines.



The Daily Astorian—EMMET PIERCE

Foreign travel writers Cornelis G. Hundepool, left, Peter Gros, center, and Beris Moffat, right, toured the North Coast Thursday. Standing behind Gros is his wife, Nel.

Addresses CEDC meeting

2/27/81

No 'pie in the sky,' port director says

By CHRIS GENNA
Of The Daily Astorian

The Port of Astoria's new executive director told members of the Clatsop Economic Development Committee Thursday the measure of his success may be development which comes to the area after he's left.

"I have a simple message: There will be no 'pie in the sky,' " said Floyd Shelton. "I hope there are no delusions. We bring with us no secret deals" from the ports division of the state Economic Development Department, which Shelton managed before taking Astoria's top port staff job Feb. 2.

Shelton said port commissioners' hiring of him and two aides he brought with him from Salem represent necessary "front-end costs."

"We'll put together a framework within which economic development can occur," he said.

SHELTON SAID CLATSOP County "faces real economic problems. I'm not sure we can solve them, but we're going to make a start."

Among the problems Shelton cited are the port's dwindling cargo movement, fallow industrial development sites and faltering timber and seafood industries.

He noted that while the Portland area's population has grown more than 25 percent and areas like Bend more than 100 percent in the last decade, Astoria's population has declined. Those trends will take years to reverse, Shelton said, but he pledged to begin the turnaround.

But the port has things going for it, too, Shelton said. He mentioned a section of Sen. Bob Packwood's Northwest salmon and steelhead enhancement measure which contains a $10 million authorization for Oregon port development. Astoria would be eligible for some of that money, if it is appropriated.

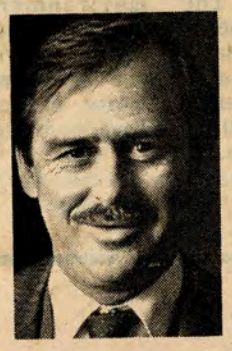
Shelton said the port has deep water, and that's its greatest asset at a time when hopes for the future hinge on bulk cargo movement aboard deep-draft ships.

Shelton said Astoria longshoremen are known far and wide for their productivity, and in shipping circles, that labor pool is considered Astoria's major asset.

Shelton told CEDC members the port's acquisition for $3,700 of the former U.S. Army Corps of Engineers dredge Luckiamute is one of the most important examples of "front-end" work done recently.

Shelton said he was virtually assured of a $250,000 Pacific Northwest Regional Commission grant to bring the dredge up to operating condition, work which could be completed in three months.

"DREDGING THE PORT'S slips takes just about all the port's revenues," Shelton said. "But the Luckiamute can turn that around. With regular dredging, we can keep ships off the bottom and improve the reputation of the port.



Floyd Shelton

"We can develop port-owned land for industrial development sites," Shelton said, like that on the east bank of the Skipanon River in Warrenton.

"When those sites have been filled, we'll have something to show a potential developer besides swamp," he said.

But site preparation will take money, Shelton said, and that's where new port Deputy Director for Finance Greg Baker will come in.

Shelton said Baker administered the Oregon Port Revolving Fund before moving to Astoria. That fund has been used effectively by many Oregon ports — some to a much greater extent than Astoria.

"It worked so well we loaned out all the money," Shelton said. Baker has been working on a way the state can raise money for the fund, and state Rep. Ted Bugas, R-Astoria, will sponsor a bill to implement Baker's plan, making about $4 million available to Oregon ports.

"You can bet we'll be down there knocking on their doors when the bill passes," Shelton said.

Shelton said another problem is the area's antiquated transportation system, which port officials will press to have upgraded.

"You have to keep in mind the port doesn't own the site at Tongue Point," Shelton said. "The state does. We can't afford to sink resources into something from which we won't get any revenue.

"All the sites the port owns, like the airport industrial area and the east Skipanon site, are on the far end of that rail line."

Shelton said there would be problems with moving trains through Astoria's core area. "And when you're sitting in Pier 11 eating dinner, it doesn't make a great deal of difference to you whether the train going by is a coal train or a grain train."

But all the problems can be overcome with community cooperation, he said. "What the community has to ask is, does it want any industrial development at all?"



2/27/81

The Daily Astorian—BILL WAGNER

Arvid Wuonola nailed signs in place Thursday, proclaiming a historic piece of Astoria's waterfront is for sale.

Elmore Cannery has $1.5 million sale tag

Anyone interested in a good, used cannery can pick one up in Astoria for $1.5 million.

Bumble Bee Seafoods vacated its historic Samuel Elmore Cannery Jan. 30, 1980, when its parent company, Castle & Cooke Inc., purchased a tuna cannery in San Diego.

Now the cannery, which used to employ 350, is on the block, as signs outside the building and advertisements in a Portland newspaper make clear.

Bumble Bee Area Manager John Supple said the company continues to be active in Astoria's seafood industry. Thursday, he told members of the Clatsop Economic Development Committee, "We've purchased the former American Can Co. building, and we're building at our cold storage plant (at the foot of 39th Street in Astoria). We're trying to expand our viable operations and we can't do that with a stone in our pocket. We're disposing of surplus property we don't need for these operations."

Supple said the former Bumble Bee office at the foot of Sixth Street, which the company left when it moved to the American Can building near the Elmore cannery, is for sale for $850,000.

It's a flock of Americanus photographicus

2/2/81

Bird watchers armed with cameras and telephoto lenses are flocking to Fort Stevens State Park to observe a bird one expert says is probably the rarest seen in Oregon "in at least a decade and possibly the last century."

The singled spotted redshank, a Siberian sandpiper, apparently took a wrong turn at the Aleutian Islands on its southward winter migration from Siberia, said Tom Crabtree, Salem, a member of Oregon Field Ornithologists. Instead of following the coasts of Manchuria, Japan and Indonesia during the winter, the sandpiper apparently flew east and then south along the Pacific coast, lighting near a small pond near the south jetty of the Columbia River.

The bird was spotted Feb. 21, prompting a "rare-bird alert" by the Audubon Society that is expected to draw "birders" from throughout the United States. The sighting is the first anywhere in the continental United States of an Asian redshank, although a few members of the European population have been seen in the summer along the East Coast.

The bird isn't injured or in distress, and probably will head north in a few weeks, Crabtree said. "It must be terribly confused."

Crabtree said 16 sightings of redshanks have been recorded in the Aleutian chain and in 1970 an Asian spotted redshank was seen near the Reifl Bird Refuge near Vancouver, B.C.

AREA BRIEFS

2-2-81

Retail Merchants Meeting — The March meeting of the Retail Merchants Committee will feature Richard Fischer, chairman of the Promote Astoria Committee, who will speak about his committee's work. The Promote Astoria Committee is part of the Astoria Area Chamber of Commerce. The meeting will be 7:30 a.m. Wednesday, March 4, in the Fiesta Restaurant. The Clatsop Community College Timber Techs also will give a report of their 1980 timber carnival.

LOCAL NEWS IN BRIEF

3/2/81

Corinthian Astoria closes fish plant

Corinthian Astoria Fish Co., the partnership of Puget Sound entrepreneurs which briefly operated the former Barbey Packing Corp. processing plant in Astoria, has closed its doors.

A spokesman at the plant said Corinthian Astoria's lease of the Barbey facility from Peter Pan Seafoods of Seattle expired Saturday, and the operation has closed down.

John Dontos, owner of Corinthian Fish Co. of Anacortes, Wash., and Jay Bornstein of Bornstein Seafoods of Bellingham, Wash., had leased the plant Dec. 1, when Peter Pan announced it was closing the longtime Astoria seafood-processing business.

Peter Pan had owned the Barbey plant since mid-August, when Astorians Ted Bugas and Dana Besecker announced they were selling their shares in the business to partner Peter Pan, itself owned by Japanese interests.

Dontos and Bornstein employed up to 30 persons in their operation, depending on the product being processed. The company processed crab in the early part of the season, some bottom fish and Washington shrimp.

No officials of the operation have been available to comment on the cessation of operations.

Peter Pan had been trying to sell the Astoria plant, and those plans are unchanged. But the Seattle corporation also had been negotiating with Dontos and Bornstein to turn the lease into a purchase, and those plans apparently are dashed.

Shelton named to panel

3/2/81

Floyd Shelton, executive director of the Port of Astoria, is the newest member of Gov. Vic Atiyeh's Advisory Committee on Maritime Affairs.

The governor's office announced the appointment Monday.

The 25-member committee advises Atiyeh on maritime matters, particularly those relating to the improvement and development of marine industry.

Shelton succeeds former state Rep. Ted Achilles, R-West Linn, on the committee.

Armory, old city hall may be put to new use

3/3/81

Continued on page 11

By JAMES HOLMAN
Of The Daily Astorian

The Astoria YMCA and the Clatsop County Historical Society will ask the state Military Department to give them the old National Guard Armory and the old city hall.

The two groups asked Astoria city councilmen Monday to support their request and offered to sell the city government the present YMCA building for use as a senior citizens center.

Joe Bruneau, a member of the YMCA board of directors, told the council acquiring the armory would allow the YMCA to expand current programs and add tennis, rollerskating and gun safety.

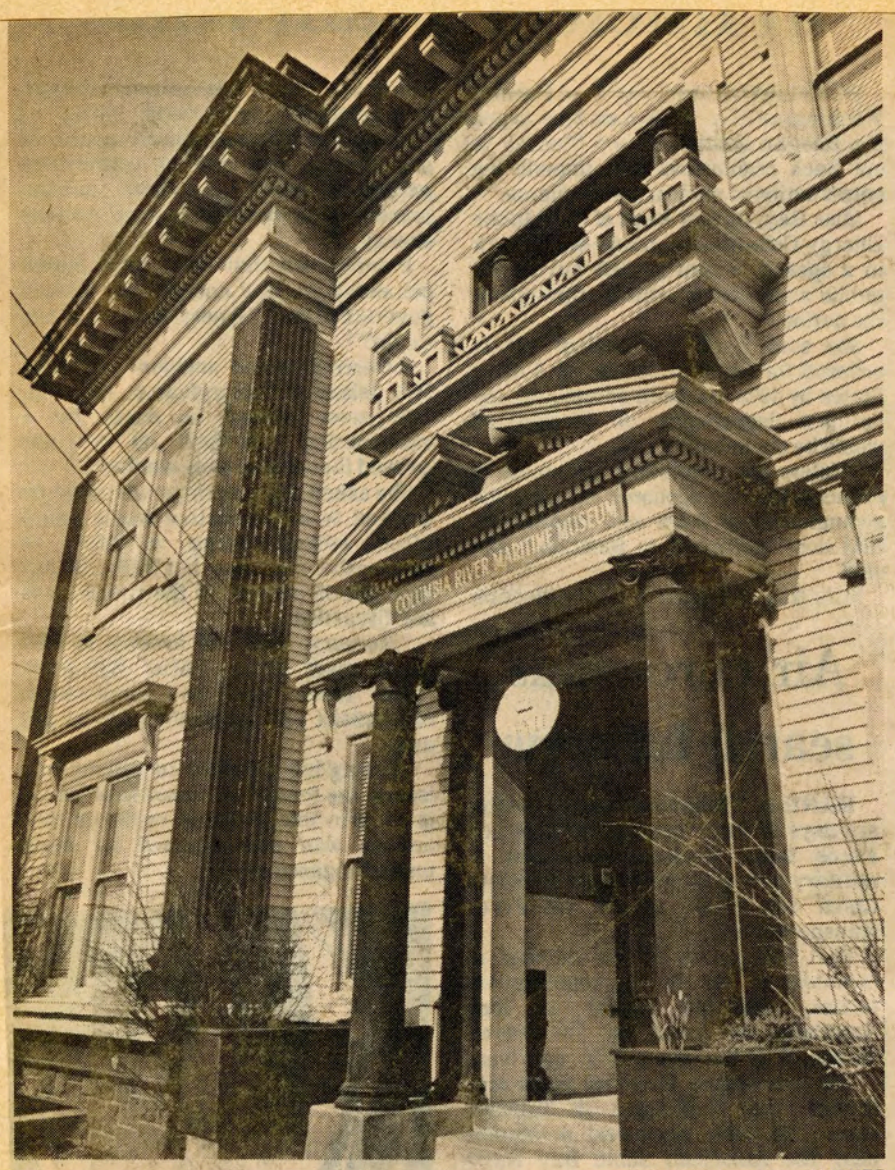
Clatsop County Historical Museum Director Gloria Richards said the historical society also would use the old city hall to expand, moving some displays from the Captain Flavel house.

The old city hall building currently houses the Columbia River Maritime Museum. The maritime museum will be moved to new quarters at the foot of 17th Street sometime this year.

Continuing to use the building as a museum also would preserve the historic structure, Ms. Richards noted.

The Astoria Historical Buildings and Sites Commission recently recommended that the old city hall be designated a historic building. If the Astoria Planning Commission and the city council approve that recommendation, the city's historic building ordinance would protect the building from demolition unless a hearing were held first.

See Museum, Page 4



The Daily Astorian—BILL WAGNER

Now the home of the Columbia River Maritime Museum, Astoria's old city hall could become a Clatsop County Historical Society museum under plans unveiled Monday.

Museum

3/3/81

Continued from Page 1

Bruneau said the YMCA would sell the city the present YMCA building at 514 12th St. for $50,000. That would be enough to pay for the YMCA's move to the armory, installation of lockers and a sauna, and other improvements, he said.

Councilmen expressed support for the two groups' effort to get the buildings, but said they will refer purchase of the YMCA building to the city budget committee. The committee will begin meeting this month to prepare the 1981-82 budget.

The Senior Citizens Drop-In Center, operated by the Area Agency on Aging, is seeking new quarters and last month asked the council to consider buying the Mead Interiors building for a senior center. That request also was referred to the budget committee.

In other business Monday, councilmen:

— Referred a dispute over drainage problems near 44th and Commercial streets to the city attorney. Fill put in a natural drainage on property formerly owned by Hashim Shawa has caused water to flow onto Commercial. Acting Public Works Director Ray Ala told the council Shawa has refused to correct the problem because he has since sold the property. A petition signed by 13 neighbors of the property was presented to councilmen, asking that the drainage problem be corrected.

— Set a public hearing on a proposal to create a special assessment district to improve Third Street from Marine Drive to the Burlington Northern railroad tracks. Cost of the project is estimated at $22,064, of which $17,809 would be paid by Columbia Investment Co. (developers of the Columbia House condominium), TBR Co. and Union Oil Co. of California.

— Approved paying $2,617 to the State Accident Insurance Fund to end the city's legal obligations for claims filed in 1979-80. Payment of the money means the city won't be liable for any costs claimed by workers injured during that time.

— Instructed City Manager Dale Curry to tell the Astoria School District the city isn't interested in buying the old Central School. The district is considering selling the building.

— Adopted a resolution increasing some fees for services.

— Adopted a resolution eliminating the Bicycle Trails Committee and giving responsibility for trails and bicycle safety to the Traffic Safety Committee.

— Approved the appointment of Floyd Snyder, manager of U.S. National Bank's Astoria branch, to the Astoria Development Commission.



The Daily Astorian—BILL WAGNER

3/4/81



Medallion honors Lewis and Clark

Standing by the front gate of Fort Clatsop National Memorial's replica of the Lewis and Clark Expedition's 1805-06 winter home, Stan Wanlass displays his 10-inch clay copy of William Clark's sketch of the fort. The Astoria artist sculpted the fort plan for the back of a medallion he designed for the national memorial. A bas-relief of his work, "Arrival," left, is on the front.

Bob Scott, Fort Clatsop superintendent, expects the bronze medallions, which will be reduced from the original's size to 1.5 inches will cost $5 to $6. A limited edition of silver medallions also is planned.

The medallions should be completed by late April or early May, according to Wanlass. Proceeds from the sale of medallions will be used to help meet the national memorial's operating expenses.

The medallions are the second of three artworks based on Wanlass's sculpture, "Arrival." The first five 16 inch bronze sculptures were mailed for delivery this week. Thirty-four of the 300 smaller bronzes have been sold. Proceeds from those sales pay for the beginning of work on an 8½-foot high bronze for the Fort Clatsop interpretive center.



3-5-81

The Daily Astorian—JAMES HOLMAN

Job Corps students donate their labor



Students from the Tongue Point Job Corps Center welding technology class are donating their labor to the Columbia River Maritime Museum this week, making modifications on the museum's Columbia Lightship No. 604.

Above, students Don Grasser, Quang Le, and Sisong Khamsundara weld new stanchions to the deck for a new railing. Instructor Mark Valdez, in white hard hat, and museum Associate Director Michael Naab, far right, supervised the project.

Le and Khamsundara are among 10 Indonesian students in the welding class, Valdez said.

At left, Bobbie Sorenson, the only female in the class, uses a torch to remove a davit base from the deck.

Naab said the modifications are being done to make the ship safer for visitors. The students' work is "a big boon to the museum," he said. The museum is providing most of the materials.

Valdez said five of his students are getting welding experience working for local employers, a program he said is of benefit to both students and employers.

3/5/81

Selling the family image

Seaside lures visitors with TV ads

By EMMET PIERCE
Of The Daily Astorian

SEASIDE — TV or not TV? To those charged with managing this city's tourism advertising campaign, that is the question.

With its limited budget, the Seaside Chamber of Commerce is testing the Portland-area television market. If commercials now airing on KOIN-TV are successful, they could usher in a new advertising era for this town.

Larry Kaye, the chamber's advertising consultant, doesn't need to be sold on the value of video promotions. "Numer one, we've desired to be on TV for quite some time," he said Wednesday. But "budget constraints" have kept the chamber off the airwaves.

The chamber loosened its grip on its purse strings this year after Seaside's motel operators came to the rescue. At their request, Seaside city councilmen increased the city's transient room tax from 5 to 6 percent. The extra money was earmarked for the chamber's advertising fund. An additional $20,000 is expected to be available this fiscal year.

Last month KOIN-TV put together a $3,000 advertising package for the chamber. It included 26 30-second commercials to be shown between Feb. 12 and March 31.

ON FEB. 5 Miss Oregon 1981 Teresa Richardson came to Seaside to participate in production. Four commercials were shot by KOIN on the Broadway Turnaround. They promoted last week's Trail's End Marathon, the upcoming Beachcomber Festival and the North Coast Home and Garden Show.

The marathon was a success. But that popular event was expected to draw a large crowd with or without TV. Kaye said attendance at the home and garden show March 20-22 will be used to gauge the commercial's effect.

"TV is one of the most effective ways of reaching people with a message," Kaye said. "It uses multiple senses." Newspaper advertising is one-dimensional, he said. "With radio you can build a mental picture that's quite effective."



The Daily Astorian—EMMET PIERCE

Armed with a TV set in place of a crystal ball, advertising consultant Larry Kaye predicts television commercials will play a major role in promoting tourism in Seaside.

But TV reaches the largest audience, he said. "This 30-second package reaches (a total of) 1,562,000 people."

And yet, the ad man said, "you can pinpoint your audience" with selective programming. Kaye's goal is to reach "family people" 25 and older.

Larry Haller, the chamber member in charge of advertising, says he is pleased with Seaside's TV time slots. "Now that we have some money to work with, we're doing what we can to get the people to Seaside. We felt it (television) was the best medium. Certainly we have to be realistic. We have to be competitive." That means using more than one ad market.

The new campaign includes several Portland-area newspapers as well as papers in Seattle, Tacoma, Wash., and Vancouver, British Columbia.

Half of the $20,000 budget will be spent on TV and radio. "That's going to increase as we start to change our image and see what's best for Seaside," he added. "A total advertising program is only effective if you keep your name before people."

What is Seaside's new image? "We're trying to sell the family image," said Haller. "We want to get away from everything except that. We're not aiming at the high school kids. We're not aiming at the motorcyclists."

The chamber has adopted the city's philosophy of urban renewal. Currently businessmen and city councilmen are working out a plan to improve the appearance of the downtown district in an effort to attract more family trade.

Haller and Kaye are optimistic that their TV experiment will work.

3-5-81

PNB donates $3,000 to CEDC

"Ma Bell" has given a subcommittee of the Clatsop Economic Development Committee $3,000 to launch a campaign to attract industry to the area.

Pacific Northwest Bell Telephone Co., which recently transferred about 18 Astoria-area jobs to Portland, gave the money to the Port of Astoria for use by the CEDC's industrial recruitment subcommittee, headed by Tom Stapleton.

Stapleton told The Daily Astorian the grant, arranged by Greg Baker, port deputy director for finance, would be used to develop and circulate brochures and a slide program touting the North Coast as a place to locate industry.

Baker said the money will be used to gather information on potential development sites, make a current labor survey, and publish the information in a brochure for mass mailing to potential industrial developers.

A more detailed booklet will be prepared for those manufacturers who express interest, and it will give details of the area's demographics, transportation and utilities facilities, and available development sites.

An audio-visual presentation will be prepared to give out-of-towners a look at the sites, the area's existing facilities, and convey some of the atmosphere of the county.

Baker said the telephone company's contribution may be the first part of what he foresees as a $13,000 program of industrial recruitment.

He said the port has applied for a grant of $6,500 to the Pacific Northwest Regional Commission, and the port itself will kick in $500. Baker said if $3,000 more can be raised from other sources, the project will be off and running.

But he added the possibility of winning the PNRC grant has been jeopardized by the Reagan administration's intentions to slash federal spending. "We'll know in about a week," Baker said.

Promote tourism

3-5-81

It seems to me that the time has finally arrived to take our local officials to task about something which has bothered me for some time — that is promoting tourism.

Having lived in this area for many years now, I have yet to see any effort made by our "leaders" to really promote tourism. I have seen an aluminum plant promoted, an oil drilling assembly plant promoted, a coal loading facility promoted but have yet to see any concerted effort made to promote the industry which provides the second highest income to the state of Oregon. Here on the coast it could and should be our No. 1 industry.

Yes we have been a commercial fishing port for years, but anyone with any vision at all can see that our commercial fishing industry is declining and will eventually come to be a stable part of our area's economy as the non-professional commercial fishermen are weeded out.

I note that we have a new port manager but as yet I have not heard him say one thing about tourism. The tourist dollar is clean, it is outside money and provides jobs for hundreds of people in this area.

In the Astoria area there is a room tax on motels and yet none of this money goes to promote tourism. It would seem that at least part of this money should go to promote tourism.

Two examples of the apathy in this area is the unnecessary closure of camping sites at Fort Stevens State Park and the lack of decent signs on the new section of road telling one how to get to Warrenton. Fort Stevens State Park never did have to be entirely closed for the new sewer system installation as it would have been very possible to do one section of the park at a time thereby keeping another section open.

While many may not like "outsiders" coming in to this area they do bring in a great deal of money for the local businesses. The lack of decent signs showing how to get to Warrenton is a disgrace to the highway department and an insult to Warrenton as well as being very dangerous. I predict somebody will die at either one of these intersections and then maybe something will be done. I have not heard many complaints about either one of these two problems however by the local powers that be.

The Daily Astorian has certainly not been a leader in promoting tourism. I believe the time has come for our "leaders" to get off their duffs and spend time doing something which they can do something about such as promoting tourism instead of chasing the pot of gold at the end of the rainbow all the time. The tourist will always be available. What we need to do is guide them this way, remember they will bring money. It might even be that someday our children won't need to leave this area to find a job.

D.R. ANDRIESIAN
P.O. Box 482
Warrenton

Good place to start

3-5-81

Floyd Shelton, new executive director of Port of Astoria, has asked the community to consider a question that has needed an answer for a long time: "Does it (the community) want any industrial development at all?"

The question is particularly appropriate at this time because there are several candidates for each of three seats on the Port of Astoria Commission. The time is past for standard rhetorical "I stand for jobs!" or "I stand for progress!" I urge candidates for the port commission to seek answers to Mr. Shelton's question from the community and to offer them for examination of the electorate. Mr. Shelton and port commissioners can only do their jobs if the community gives signals as to where we want to go, what kind of community we want.

The problem of what does the Port of Astoria community want to be has not been addressed by the community itself. There are major elements in the community that do not, for various reasons, want things to happen. A number of professional people have come to Clatsop County precisely because it is what it is. A number of substantial retired people are here for the same reasons. A number of business people would not welcome the outside competition that could develop if the local market were made larger and more attractive by major development. A number of poorer elderly feel threatened with the possibility of increased population, prices, taxes, crime that could result from large development.

Unfortunately, we have tended to elect local officials who "stand for progress" but we have also failed, for some of the reasons above, to support proposals made for "progress." People, give your officials a direction! The port commission race is a good place to start.

MARTIN WEST
1336 Irving Ave.
Astoria

Deeper bar key to improved track

Railroad promises to upgrade line, task force chairman Thayer says

By CHRIS GENNA
Of The Daily Astorian

If Congress authorizes a deeper channel at the mouth of the Columbia River, Burlington Northern will upgrade its railroad tracks between Portland and Astoria to handle mile-long, coal-carrying unit trains.

Jim Thayer, chairman of Gov. Vic Atiyeh's Lower Columbia River Development Task Force, told state legislators in Astoria Friday he had received that promise from the Burlington Northern's chief executive officer.

Thayer, a Beaverton businessman and former president of the Port of Portland Commission, told members of the Oregon Legislature's joint Trade and Economic Development Committee the deeper bar is essential to development of a deep-water port in Oregon.

Thayer thanked members of the Legislative panel for sending letters to Oregon's congressional delegation requesting that the bar-deepening project be put on "the fast track," saying it is in the state's interest to have a deep-water port.

MEMBERS OF THE legislative committee were in Astoria to be briefed on Port of Astoria opportunities and problems, and to tour various sites with a potential for major industrial development.

State Rep. Mae Yih, D-Albany, chairwoman of the House economic development panel, asked Thayer if federal money had to be appropriated for the channel-deepening before Burlington Northern would begin the 18-month task of upgrading the branch line.

Thayer said the project only had to be authorized.

"At Astoria," Thayer said, "we have an opportunity to develop one of the great deep-water ports on the West Coast, but to do that we need an entrance channel 65-70 feet deep."

The Columbia River bar presently is maintained to a depth of 55 feet by the U.S. Army Corps of Engineers. That agency is studying the feasibility of dredging the entrance channel deeper.

Thayer said Astoria could be a West Coast superport no less important than Rotterdam in Northern Europe, with barges and trains bringing grain and other bulk cargoes down the 478 miles of navigable river which extends all the way to Lewiston, Idaho.

And Thayer said unequivocally the Port of Portland never could fulfill that role.

"As a former president of the Port of Portland Commission, it's hard to say this," Thayer said, "but the state has to recognize the tremendous investment that would be needed to get a channel deeper than 40 feet to the Port of Portland."

Thayer said Panamax ships — ships of the maximum size which can transit the Panama Canal — already are leaving Portland drawing 32-36 feet of water, and with ships of 100,000 deadweight tons coming in the future, "there's no way those ships will be able to call on Portland."

THAYER, WHO RUNS a business equipment company, said he had no ax to grind. "A Beaverton stationer just is not aggressively involved in world trade," he quipped.

"The Port of Portland just can't do it," Thayer said of the inland port's attempts to compete in world trade circles.

"When the governor goes to visit potential customers in the Far East, he has to have more to sell than a 40-foot channel."

Thayer said the Oregon Economic Development Department and not the Port of Portland should be the agency that assists the governor in seeking international trade for Oregon.

THAYER NEXT DIRECTED his remarks toward one site often mentioned in the context of a major coal transshipment yard — Tongue Point, recently purchased by the State Land Board.

"I know you (state legislators) are concerned about how we'll finance development there," Thayer said. "My feeling is if we develop that site, there'll be plenty of money to pay for it. There's a lot of revenue to be made for the state there."

Thayer said Oregon Land Conservation and Development Commission concerns about development of Tongue Point could hold up site preparation.

"LCDC was designed to protect domestic properties," Thayer said, "but now its policies are affecting maritime development properties.

"I'd like you (legislative committee members) to give some thought to protecting that property for maritime development.

"We all know the nit-picking that goes on in LCDC, and I don't think the commission is geared to a marine outlook."

Thayer said he is afraid LCDC's desire to reserve for non-industrial uses the southern portion of a potential expansion area at Tongue Point — land

See Port, Page 2



The Daily Astorian—CHRIS GENNA

Lawmakers and aides of the Legislature's Trade and Economic Development Committee tour port docks with Port of Astoria Director Floyd Shelton Friday. Left to right are staff aide Randy Jones, Sen. Richard Bullock (shielding eyes from sun), Reps. Glen Whallon and Mae Yih, Shelton, Rep. Max Rijken, Sen. Ken Jernstedt, and Economic Development Department administrator Ken Self. Behind Bullock is Joe Olexa, executive director of the committee.

Despite opposition, Hanlon fights for his forestry bill

3/9/81

By TODD MERRIMAN
Of The Daily Astorian

Bruised from the lambasting he's taken over Senate Bill 500, state Sen. Charles Hanlon is launching a counteroffensive.

Defending his bill to lessen the timber industry's influence over state forest management, the Mountaindale Democrat criticized the Oregon Board of Forestry as a "self-perpetuating bureaucracy" whose members "heap praise upon one another about what a good job they're doing."

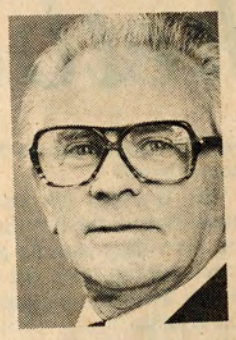
"Despite the detailed statutory directions to the governor regarding appointments to the Board of Forestry. . .nobody is ever appointed to the Board of Forestry unless the board approves," he said.

Introduced by Hanlon last month, SB 500 would abolish the Board of Forestry, replacing it with three advisory committees appointed by the governor and confirmed by the Senate. The bill also would require the State Land Board — the governor, secretary of state and treasurer — to approve the sale of state-owned timber.

In addition, the Department of Forestry's chief executive officer — the state forester — would be appointed by the governor, subject to Senate confirmation. Presently, the state forester serves at the pleasure of the forestry board.

HANLON CONTENDS THE timber industry representatives on the Board of Forestry dominate the 16-member panel, a situation he says creates a potential for conflict of interest and works against a multiple-use concept of forest management.

That accusation has brought howls of protest from the state forest-management establishment, the timber industry and others. Hanlon's critics, including political rival state Rep. Ted Bugas, R-Astoria, contend the Board of Forestry's record is spotless, both in terms of ethical behavior and forest management.



Sen. Charles Hanlon

In an interview with The Daily Astorian Friday, Hanlon acknowledged that SB 500 and his public criticism of the Board of Forestry have brought him considerable political grief. The timber industry is well represented in Salem, and in several less-than-subtle ways Hanlon has been told SB 500 is hurting his other legislative initiatives and could mean a well-bankrolled opponent if he seeks re-election in 1982.

Foes of SB 500 have done a good job of rallying local government officials against the bill by incorrectly claiming it would change the system by which millions of dollars of state timber sale revenues are shared annually with local taxing districts. That misinformation has been hard to counteract, Hanlon said.

But the District 1 senator isn't backing off. His comments Friday were his strongest yet on the subject and he said he will repeat them to a statewide audience Tuesday, when he is scheduled to appear on a public television news program.

HANLON IS PARTICULARLY rankled by those who say strong timber industry representation is needed on the Board of Forestry to provide the expertise for sound management.

Oregon is facing a timber shortage due in part to overcutting of private lands, he noted. If the timber industry people are as good as they say, he asked, why haven't they been able to prevent the overcutting of their own lands and the economic dislocations that has caused?

In a related matter, Halon renewed Friday his criticism of what he called the Department of Forestry's "lousy bedside manner" in dealing with the public.

As an example, Hanlon said he recently has received about 25 phone calls from constituents concerned about herbicide spraying on state forest lands. Those people want state forestry personnel to give them a tour of the sites to be sprayed, in part to see if herbicide application is merited. (Herbicides are used to limit the growth of vegetation which competes with timber.)

The Department of Forestry's response, Hanlon said, has been little more than to point out the spray sites on a map and to tell citizens they can find the areas themselves.

Calling State Forester Mike Miller "truly a son of the (forestry) board," Hanlon said the Department of Forestry's chief administrator tends to be "abrupt" when dealing with segments of the public who see state forests as more than a source of raw material for the wood products industry.

"They (state forestry officials) can't see the trees for the logs," Hanlon said.

Port

3/9/81

Continued from Page 1

presently occupied by the Corps of Engineers field station — would "split it up so it can't be used."

After Thayer's report, the legislators visited the Tongue Point site, the port docks and the port's airport industrial park site before returning to Salem.

Besides Rep. Yih, members of the committee who came to Astoria included Rep. Max Rijken, D-Newport, Rep. Glen Whallon, D-Milwaukie, Sen. Richard Bullock, D-Portland, and Sen. Ken Jernstedt, R-Hood River.

Sen. Charles Hanlon, D-Mountaindale, and Rep. Ted Bugas, R-Astoria, also were present for the day-long visit.

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Competition For Tourist Dollars

The central Oregon coast has become the major destination of valley folks when they head for the beaches.

Thanks largely to the advertising dollars spent by the City of Newport and an aggressive Newport Chamber of Commerce and its members, tourism has flourished in recent years and has become a year-round business here.

But watch out, others have been watching the Newport success story and are now trying to get into the act.

The Seaside Chamber of Commerce has just completed making television commercials to attract tourists. Seaside, years ago, was the place to go on the coast. The chamber is now looking to regain that city's place as a tourist destination spot.

Meanwhile, the folks just up the road in Lincoln City made two major moves last week which will bring them into the bidding for the tourist dollars.

The name Twenty Miracle Miles no longer is being used. The chamber membership has voted to change the name to the Lincoln City Chamber of Commerce.

Next the Lincoln City city council voted a one percent increase in the city's motel tax. The monies from this increase will go for external advertising.

Thus another city follows in the footsteps of Newport.

We feel the moves made by our neighbors to the north will prove to be very beneficial in efforts to attract tourists to the Oregon coast.

And we are sure, the efforts by one coastal community will also benefit its neighboring communities.

The job is ours

3/10/81

That proposed state Department of Travel and Cultural Industries would bring a strange mixture of agencies under one tent. They include the tourist information program, horse and dog racing, the state fair, motion picture promotion and the Racing Commission.

If the intent of proponents of this state department is to focus statewide attention on the financial potential of the tourist industry well and good but this seems an odd way to come at it.

The tourist information program, operated for many years by the state Highway Department and now by the Department of Transportation, was one of the first of its kind in the country and long has been one of the best. Putting it into a state department of Travel and Cultural Industries might result in some tampering with a program that is excellent and should be left alone.

Proponents point to the possibility that creation of the department would benefit the sagging economy of the Oregon Coast. Perhaps. But the task of building the tourist industry on the coast must essentially fall upon residents of the coast.

We cite examples of that in Clatsop County. The tourism subcommittee of the Clatsop Economic Development Committee has been organizing a countywide approach. Its first venture is publication and distribution of a brochure setting forth the county's many attractions. The brochure will be widely distributed.

Cannon Beach has a year round program designed to attract visitors. The Seaside Convention Center brings many visitors to that community. In Astoria, the Columbia River Maritime Museum soon will be a bigger and better tourist attraction. The directors of the Clatsop County Historical Society are refurbishing their centerpiece, the Flavel House. Vera Gault's walking tour of Astoria historic homes is a winner.

Restoration of a long abandoned area of Fort Stevens is not yet completed but it already is attracting many visitors.

Directors of the Maritime Museum and the Fort Clatsop National Monument are working together to bring more tours here.

The writer of a recent letter to the editor charged that too little was being done to promote tourism in Clatsop County. We find that that writer didn't respond to an invitation from the tourism subcommittee of the Clatsop Economic Development Committee to examine the possibilities of establishing a countywide visitors bureau.

Many did respond. Much is going on in this county to promote the tourist industry. That's not to say that more can't be done. But it isn't necessary to point out that tourism is profitable and that this county has much for visitors to do and see.

Here as elsewhere in the state the tourist industry will grow according to the efforts Oregonians put into promoting it. Creation of a state department probably won't do any harm but we see no evidence that it's needed.

3/12/81

Port to cut West Mooring Basin costs

By CHRIS GENNA
Of The Daily Astorian

Some economy measures to be instituted next week at the Port of Astoria's West Mooring Basin will save the port $2,100 a year in telephone bills alone.

Port of Astoria Executive Director Floyd Shelton said that and other savings "don't seem like much, but it's precisely the kind of thing that should be done to improve the efficiency of port operations and reduce expenses."

Shelton told port commissioners at a meeting Tuesday that a marina office employee, Juanita Schmidt, who is resigning this month won't be replaced, and marina accounting functions she performed now will be done by an employee at the port's main office at Pier 1.

Shelton said marina office hours would be limited to about two hours a day, 10 a.m. to noon, until the summer season.

The port director said advertisements in the Portland telephone directory Yellow Pages will be discontinued, as will several phone lines into the marina office.

After Friday, calls to the mooring basin phone number will get a recording saying the line has been disconnected.

Those who want to call the basin office will have to dial 325-4521 and go through the main port switchboard. And, during hours when the marina office is open an extension phone there can be rung by the switchboard operator.

Until this week, the marina office had its own phone number, a toll-free line to Portland, a private line between the office and the fuel dock, and other telecommunication goodies the port, Shelton said, simply can't afford. He estimated the phone bill savings at more than $180 per month.

Shelton said the two-hour-per-day office hours will remain until the summer season begins, possibly May 1.

Shelton said he and his assistants are seeking solutions to other problems at the port's mooring basins, such as delinquent payments and parking. He said he will seek advice from users of the marina to find solutions.

Shelton also reported on remodeling work being done in the Pier 1 offices by port staff. He said the change in layout will make more room for offices, increase efficiency of the port staff and improve the image of the port.

Earlier, Shelton had told commissioners, "What a person first sees at the top of the stairs helps him form a lasting impression of the port. I don't want his first impression to be one of peering through a little window."

The port's receptionist presently sits at a desk behind a portal window. After remodeling, she'll sit at a wide countertop desk.

Other improvements will be to divide up a large room presently occupied by the Clatsop Economic Development Committee and, port Engineering Services Supervisor Harry Utti to provide offices for the port's two deputy directors and a secretary.

A wall separating the main office from a long hallway will be removed to provide a more open look, and a waiting area will be provided near the receptionist.

Shelton praised port employees for the remodeling work, which he said was being done mostly during off hours to keep disruptions of port business to a minimum.

In other business, commissioners:

— Heard a report that a National Oceanic and Atmospheric Administration research vessel will occupy a berth on the east side of Pier 3 for most of the summer.

The ship, which will arrive in mid-April, will not pay for docking at the port, but will make what Shelton estimated at $10,000 in dock improvements — mostly in wiring and plumbing.

Shelton said the vessel, which has a crew of about 38 persons, will leave daily and return at night. It will be making current surveys in the river mouth as part of the Columbia River Estuary Data Development Program.

— Acknowledged receipt of a first draft of a cooperative agreement between the Ports of Portland and Astoria. Shelton said the Port of Portland staff had drafted the agreement and he was sure Port of Astoria commissioners would want to amend it.

"I think it was a good faith first step," Shelton said of the proposed agreement, and suggested commissioners might seek the comments of port district residents before proceeding with alterations.

3/12/81

Coastal communities out to lure tourists

By JOHN KENNEDY
Associated Press Writer

NEWPORT, Ore. (AP) — There's an elusive species migrating along the 350-mile Oregon coast that could be a boon to the region's lagging economy.

The choice catch is the tourist. And some coastal areas are counting on the vacationer and conventioneer to help break the economic vise on the region caused by a simultaneous slump in the fishing and wood products industries.

This central coast town in Lincoln County has engineered an aggressive campaign to lure the tourist during winter months when fishing and wood products job prospects traditionally tail off.

"We believe our attention to the tourist, conferences, conventions have really helped our economy," says Frank Armstrong, a state unemployment division manager in Newport. "I'm standing here looking at the results every day."

Not coincidentally, Lincoln County had the lowest January unemployment rate — 10.4 percent — of the major coastal counties.

In four others, unemployment ranged from 18.3 percent in Curry and 17.4 percent in Coos to 13.6 percent in Clatsop and Tillamook.

Newport's bait — provocative television and magazine ads and promotions — has become the prototype for coaxing the tourist to the sea, if only to watch the spectacular storms that batter the coast.

Armstrong lists promising results. In February, about 20 conventions were booked in Newport, and the town has been promised 19 more in March and 20-25 in April.

What has also helped is Newport's commitment to spending about 40 percent of its 5 percent motel tax funds on promotion. Lincoln City to the north wants to hoist its tax from 5 percent to 6 percent, and use the extra 1 percent for promotion.

That formula of success can't be so easily applied to other counties, however.

Curry County, in the far southwestern corner of the state, has some of the state's most breathtaking coastal scenery, but is far removed from major metropolitan areas and saddled with less than adequate access.

Tony Kuhn, of the Coos-Curry-Douglas County Economic Development Association, says Curry County is looking to invest in so-called destination resorts, where people come and stay for a while.

"In order to create dollars, you have to create facilities to get people out of the camping grounds," says Kuhn.

The gamble is that vacationers still may choose to spend their time in Oregon's low-cost campgrounds rather than at a million-dollar resort.

Tourism, says Kuhn, is not a panacea for the south coast's economic ills.

"It's part of the answer to the problem," he says. "It's one of many answers to it."

In a broader sense, what confronts the entire coast is a lack of diversity in local economies.

Curry, for example, sits well below the state average in an economic diversity index.

The scale runs from zero, the equivalent of a ghost town, to 1.0, the national example for diversity.

Curry last year was at .429, compared with the state average of .778, says Del Giglio, a local labor economist for the state.

For years, wood products and fishing-related industries have been the coast's staple, precluding the need to look elsewhere for jobs.

In 1960, Curry County had an unemployment rate of 4.5 percent. Lumber and wood products industries in Coos and Curry counties then accounted for nearly 43 percent of employment for non-agricultural wage and salaried workers, the bulk of the work force.

They now account for 18.5 percent of those jobs while unemployment rose.

That means a drop from 8,100 to 4,580 jobs as population has steadily grown. Meanwhile, those entering the work force are moving away to where the jobs are.

"We can't just be a county of retired people," says County Commissioner Don Buffington.

Curry and its northern neighbor Coos County are looking to other areas for jobs.

A Utah company has proposed mining coal in Coos County and exporting the mineral from the nearby port. Officials estimate up to $100 million will be spent on the project, which would prime related industries.

Curry has been trying to market its nickel reserves and create a mining industry. Just across the border in California, a firm has proposed a $250 million operation to mine nickel and cobalt.

But such proposals are at least two or three years away. Meanwhile, the hustle for the tourist trade is seen as at least a partial solution to the employment problem.

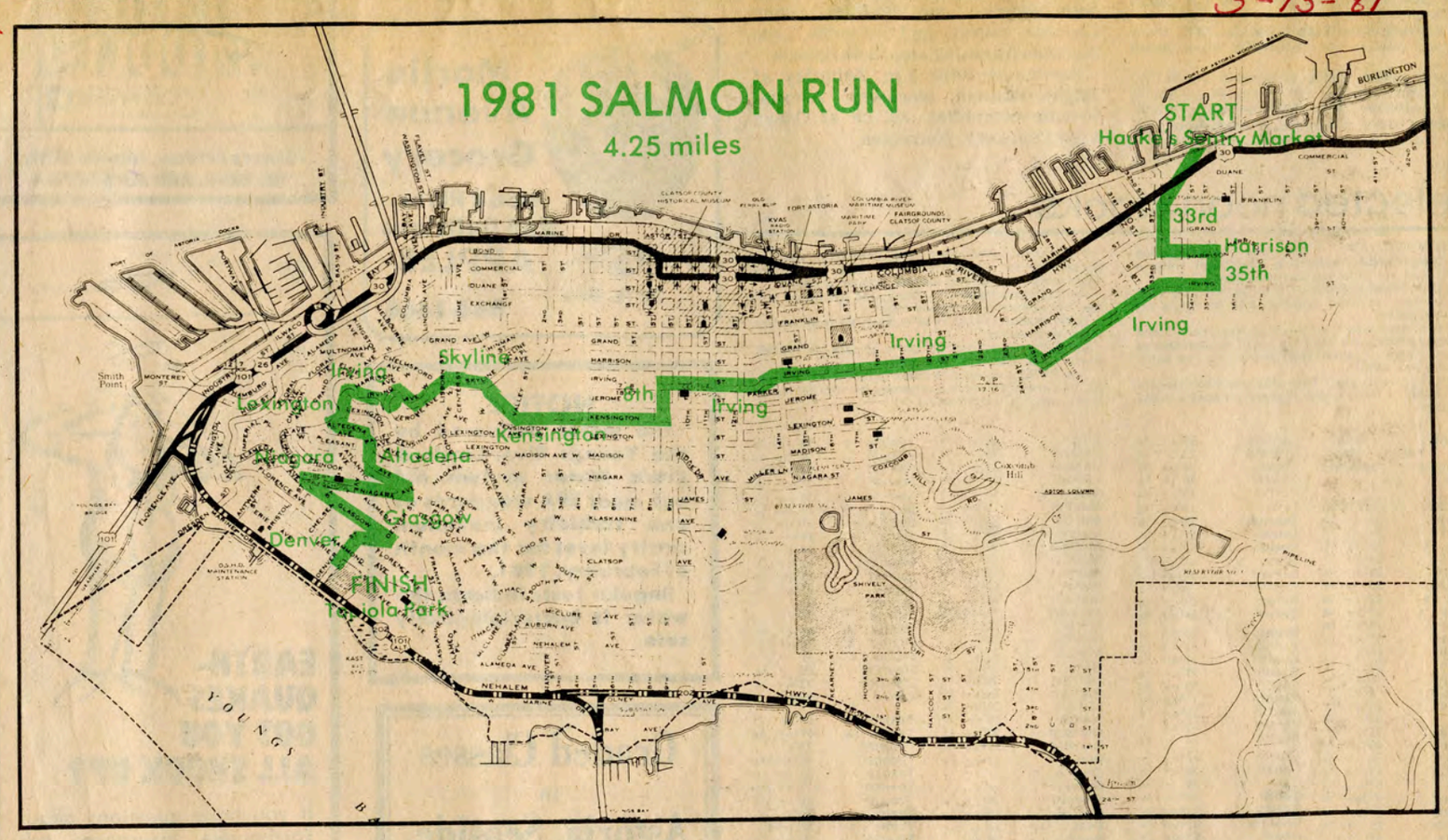
In Clatsop and Tillamook counties, the tourism industry has shown growth while wood products and fishing industries have declined.

"I think the vacation industry is the very thing these counties have going for them at the present time," says Warren Smith, a state labor economist.

But most of the areas are lagging behind towns like Newport and Lincoln City, which already are fiercely competing for the tourist's buck.

"And they're going to have to make an extra effort to catch up," says Giglio.

3-13-81



Volunteers sought for second Salmon Run

Organizers are seeking volunteers to help with the second annual Salmon Run, to be held in Astoria May 17.

Sponsored by the Columbia River Maritime Museum, Astoria Parks and Recreation Department and The Daily Astorian, the run covers 4.25 miles of paved streets, including some of the city's steeper hills. The race will begin at 1 p.m. at Hauke's Sentry Market, 3300 Lief Erikson Drive, and will end at Tapiola Park, next to Astoria High School, 1001 W. Marine Drive.

Last year the race was won by Seaside High School counselor Neil Branson with a time of 24:12.7. Prizes are awarded to winners of four men's and four women's divisions. Ribbons will be awarded all finishers.

Organizer Richard Fencsak said volunteers are needed to act as timers, record-keepers, monitors and for traffic control. People willing to help may call him at 325-2323 during business hours and 325-5301 evenings and on weekends, Fencsak said.

2/18/81

Oratorical state finals in Astoria Saturday

The state finals of an American Legion high school oratorical contest will take place Saturday at the Clatsop Community College Performing Arts Center, drawing winners of the Legion's 10 district contests.

Bob Kuske, coordinator of the local event and member of the American Legion's Oratorical Commission, says it is the first time the state finals have been held in Astoria.

North Coast high school students vied Feb. 1 in Nehalem for the chance to represent northwest Oregon at the state meet. Cathi Rinks, Vernonia, won the district title, earning her a berth at the contest this Saturday.

The grand prize, which goes to the national winner, is $10,000.

The oratorical contest will draw Legion officials from throughout Oregon. North Coast Legion members will host a breakfast for officials and a luncheon for contestants after the competition.

Staff and instructors from the speech and theater arts department of Clatsop Community College, will officiate. Don Scallan, speech, is the head of the judging team. Colleagues Joe Flickinger, television, and Reed Turner, theater, will assist, as will Candace Marks, who has experience as a public relations professional with the motion picture industry. Craig Marks of the college's audio-visual department will serve as alternate.

Each contestant will present two speeches. The first is an eight- to 10-minute prepared oration based on part of the U.S. Constitution that gives emphasis to the duties and obligations of the citizen. Students will then be asked to deliver a three- to five-minute extemporaneous speech on a constitutional amendment, which will be chosen at random.

The topics are chosen to reflect the Legion's "Americanism" program, Kuske says.

Scholarships will be awarded to first-, second- and third-place winners in the amounts of $400, $300 and $200. The first-place winner is eligible to win an additional $500 for competing at the regional constest in Salem in March.

Contestants will receive engraved models of the Astoria Column, donated by the Astoria Area Chamber of Commerce, the City of Astoria, Pacific Power and Light Co., and Northwest Natural Gas Co.

The program is scheduled to begin at 9 a.m. The public may attend.

3/17/81



The Daily Astorian—BILL WAGNER



Easter's flowery tradition

Members of the Clatsop Plains Pioneer Presbyterian Church, above, straightened the edge of their daffodil cross under the watchful eye of Pastor John Chatalas, top right, Monday afternoon.

When they finished, thousands of the bright spring flowers formed a 40-foot by 22-foot yellow cross in front of the church.

Church members made the first crosses after World War II using blossoms plucked from plants by Clatsop Plains bulb farmers. They sustained the tradition with donated blossoms after the bulb industry market declined. This year, they drew from an additional 17,000 plants they grew themselves.

Pastor Chatalas said the cross usually is built much nearer Easter Sunday, but this year early-blooming plants and a later Easter forced the congregation to make the cross earlier.

More than a dozen adults and older children worked yesterday because they wanted to take advantage of the flowers in their best condition, and Chatalas said, because the "meaning of the cross is year round."

Astoria council approves plans for bigger Regatta

3/7/81

The Astoria Regatta has growing pains.

Regatta Association organizers say addition of amusement rides this year and the success of the Regatta last year mean they may need more space for exhibits and parking.

Astoria city councilmen Monday approved the association's request that it be allowed to block off Ninth and 10th streets between Marine Drive and Commercial for exhibit booths and exhibitors' parking.

The event last year was moved to the below-street parking lot bordered by Astor Street, Marine Drive, Ninth Street and 10th Street. Astor, Ninth and 10th were blocked off for booths.

Association President Chuck Walters and board member Ross McKechnie told councilmen amusement rides will be set up in the parking lot this year. Craft booths will be along Astor and 10th and food booths and a beer garden along Ninth.

The two additional streets would provide room for more exhibits, but would be blocked off only if necessary, the two said.

Regatta 1981 will be Friday, Aug. 14 through Sunday, Aug. 16. However, McKechnie said some Astoria merchants have asked that the event begin Thursday night so they can schedule a "Moonlight Sale" in downtown Astoria. He said the association is considering that request.

Up to 60 craft booths and 15 food booths are expected.

In other business Monday, councilmen:

— Accepted a $60,975 bid by Halton Tractor to rebuild the fire department's Pirsch fire truck.

— Called for bids on a street improvement project along Third Street from Marine Drive to the Burlington Northern railroad tracks. The street will provide access to the Columbia House condominiums, now under construction. The $17,809 cost will be borne by owners of property adjacent to the street.

— Heard a report that no bids were received for gas or oil leases on the Astoria watershed. The city offered the mineral rights to about 3,700 acres west of Wickiup Mountain to the bidder willing to pay the highest lease bonus per acre. But the minimum bid of $25 an acre and certain specifications of the lease rights apparently weren't favorable enough to attract a bidder, City Manager Dale Curry said.

— Recommended Oregon Liquor Control Commission approval of a package store liquor license for Carl and Kathleen Hussey of Miles Grocery, 4559 Lief Erikson Drive.

EPA

3/20/81

Continued from Page 1

objections of resource agencies, many of which oppose any filling in an estuary.

The Port of Astoria purchased the dredge late last year for about $3,000 from the U.S. Army Corps of Engineers through the Oregon Surplus Property Division.

The port has been awarded a $250,000 grant by the Pacific Northwest Regional Commission to put the Luckiamute in operating condition.

That grant would pay for deeper dredging capability, enough pipe to make some upland disposal feasible, and maintenance and operation of the crane for an unspecified period.

3/20/81

EPA order halts Port of Astoria dredging

By CHRIS GENNA
Of The Daily Astorian

The U.S. Environmental Protection Agency has thrown the Port of Astoria a sudden curve that has halted the port's dredging of its deep-draft ship berths and could restrict use of the newly acquired dredge Luckiamute.

A port contractor had been dredging the berths with a pipeline dredge under a temporary flow-lane disposal permit, pumping the spoil into the Columbia River at ebb tides. The EPA's reservations halted that dredging at 4 this morning.

The port has participated with natural resource agencies in monitoring the effects of flow-lane disposal, hoping to win approvel for a permanent flow-lane disposal permit. Port spokeswoman Christine Rose said Oregon State University experts are analyzing those samples.

A permanent permit would allow the port to maintain the depth of its berths with its own pipeline dredge, the Luckiamute. Port officials say that would result in significant savings. That program would start in May.

But the EPA decided Wednesday the flow-lane disposal must stop because of what it called a high concentration of ammonia in the discharge.

Port Executive Director Floyd Shelton told members of the Astoria Area Chamber of Commerce and the Clatsop Economic Development Committee Thursday the EPA noticed the ammonia discharge after the part already had been dredging for about two months. Ammonia was found in a sediment sample made available to the agency last July.

Furthermore, Shelton said, the EPA's stated concern ignores the fact the ammonia, if it's there, is coming off the river bottom in the first place.

Ms. Rose said Harry Utti, port chief of engineering services, will confer with EPA officials in Seattle Monday in an effort to gain approval of the port's permanent flow-lane disposal permit.

She said Duane Carter of the EPA in Seattle has told port officials that with biological and hydrological monitoring programs in operation, a permanent permit would be "no problem."

Ms. Rose said the port won't fight the shutdown order because one berth has been adequately dredged and the dredging would have continued only one more week.

But if the ban on flow-lane disposal remains, it will limit the use of the Luckiamute.

A pipeline dredge like the port's can't load its dredge spoil on a barge for dumping at sea, as clamshell dredges can, because of the high water content of the spoil it produces.

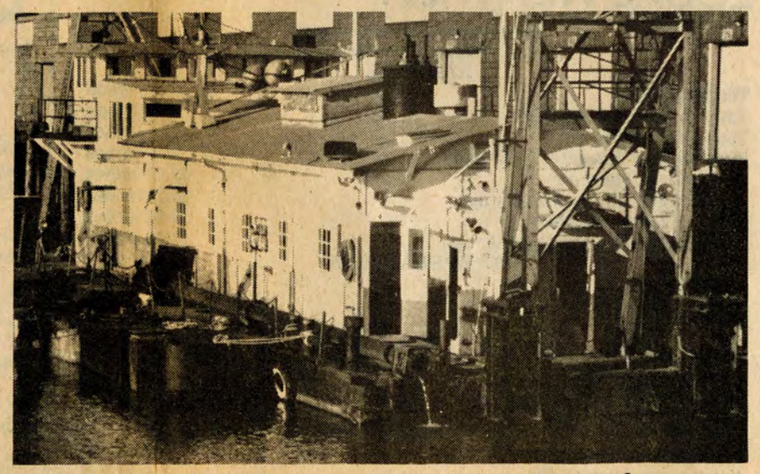
It must pump the spoil into the water or to upland disposal sites where the water can run off as the spoil settles and "dewaters."

A prohibition on flow-lane disposal would mean the port has to pump the spoil across Youngs Bay to its airport or East Skipanon disposal sites.

It could also pump spoil from a Tongue Point channel and turning basin to a fill area between the five finger piers at that site, if such a project ever is approved by resource agencies.

The dredge might also pump spoil from the East Mooring Basin to a fill area on the river bank, or from the port berths to a similar fill area in the shallow end of the port berths. Those plans also would have to overcome

See EPA, Page 4



Luckiamute awaits modifications and permission to go to work.

LOCAL NEWS IN BRIEF

3/16/81

Port executive to address forum

Floyd Shelton, executive director of the Port of Astoria, will be the guest speaker at this week's Astoria Area Chamber of Commerce forum.

The forum will be held at noon Thursday at the Thunderbird Seafare in Astoria. It is open to the public, reservations may be made at the chamber office, 325-6311.

Shelton is expected to discuss his plan for port development and will be available to answer questions.

Before taking over as the Port of Astoria's top staff member this year, Shelton was manager of the ports division of the Oregon Department of Economic Development.

3/20/81

Economic growth 'up to us'

Task force member gives upbeat talk

A member of the governor's Lower Columbia River Development Task Force gave an upbeat talk to members of the Clatsop Economic Development Committee Thursday, saying government help isn't really necessary to achieve economic development.

Larry O'Roarke, director of continuing education at Blue Mountain Community College in Pendleton and a member of the Port of Umatilla Commission, eschewed the title "expert" in industrial recruitment.

He spoke briefly about the success of the Port of Umatilla in attracting industries to its Eastern Oregon sites. That success was the chief reason he was selected to serve on the task force.

O'Roarke quipped that the Pendleton area still has economic problems, and he now wants to ask the governor "to appoint an Upper Columbia River Development Task Force" to help solve them.

O'Roarke praised Gov. Vic Atiyeh for his commitment to improving Clatsop County's economy, but he added, "You have to make it happen. It doesn't matter what the governor told you. The governor might as well be four light-years away. If economic development is going to occur, it's up to you."

O'Roarke recited a list of federal spending programs which President Reagan proposes to eliminate. Many affect waterways and economic development projects.

"It's part of what I call the reawakening of America," O'Roarke said. "For the last 15-20 years, we've all waited for someone else to do things for us — the federal government or state government. Now, those people are saying to communities, 'You have all you need, it's up to you.' And it's true. The time is now and your destiny and your fate are yours."

O'Roarke said similarly, "I could tell you 1, 2, 3 how to get business here and then go home to live 240 miles away. You'd be holding the bag. You have, gathered in this room, and in rooms just like it, enough talent and enough energy to do anything you want."

He said the CEDC now has the funds — thanks to grants from Pacific Northwest Bell Telephone Co., the Pacific Northwest Regional Commission and the Port of Astoria — to begin compiling the information corporations need to decide whether to locate in the county.

He said much of the groundwork has been done and the remainder, such as site descriptions and utility costs and labor force demographics, could be completed quickly.

O'Roarke said the critical element is to continually update information once it's collected.

He said Clatsop County's problems are mainly ones of perspective. "You are site rich, but you call them vacant lots," he said. "You see yourself at the end of a terrible highway, but in one hour it leads you to the same freeway that serves a market of 15 million people from Vancouver, British Columbia, to Los Angeles."

"The way you're used to looking at things just ain't necessarily so."

"There are common goals you can set in your community. If you know what you want, what information you want to present, and what industries you want, and if you continue long enough, you'll have economic development."

Wanderers attracted to Astoria

History buffs, zealots, kooks and adventurers end up here

By JOHN CROWLEY
Of The Daily Astorian

Four Oregonians plan to arrive at Fort Clatsop today to start a (yawn) 4,000-mile trek tracing Lewis and Clark's return journey.

Not that their trip won't be exciting. But the team shouldn't feel slighted if Clatsop County residents skip Monday's sendoff; they've seen it all before.

It seems like someone or some group is always starting an amazing journey in Astoria, or ending one here, or just passing through with a flourish.

The latest members of the "Here We Go — Here We Are" Club are two Falls City men, Gene Downs, 32, and Scott Roberts, 30; Ann Samsell, 32, Lincoln City; Craig Zuger, 25, Salem, and Downs' dog, Clyde, a Doberman of unknown age.

THE GROUP HOPES to travel by canoe from Fort Clatsop to The Dalles and from Park City, Mont., to St. Louis. Horses will carry them on the dry ground in between, and one of the team will always be driving the group's van on a nearby highway.

Downs and Roberts plan to film the adventure for their production company, Something Productions, for presentations at schools or possible sale to television.

What might make a better feature, or at least funnier, is a look at some of the long-distance travelers who've used Astoria as a springboard, a landing strip, or just a place to rest their feet or nerves and talk with a reporter.

Most abundant are those who, like this latest party, seek to retrace some or all of the Lewis and Clark trail. You've seen them arrive in canoes at about Fort Clatsop or, usually, the West Mooring Basin. The largest group pulled into town in August 1976: Boy Scouts and their leaders, who'd paddled and hiked from their native Omaha, Neb. The hardest part, one confessed, was learning to live with all those guys, day in and day out. But, the group admitted philosophically, it was just like the C rations at lunchtime: "You've just gotta get used to 'em."

SOME JUST NEVER get used to the rough life, like Dick Mason and Chuck Lowe, two Californians who slipped their canoe into the water at St. Louis. When they arrived at the mooring basin, all they wanted to do was climb into Mason's mom's van and sleep all the way to her Portland home. Well, Fort Clatsop was closed that night anyway.

In March 1978, two canoeists from Portland, Maine, pushed off from Astoria; their goal was to generate interest in the creation of a transcontinental waterway. This trip ended unhappily. A few weeks later their gear was found floating in the Columbia; a few days later, one of the bodies was found.

The next year, a San Diego's man's planned canoe trip — this one around the world — suffered a less traumatic but embarrassing setback. First, David Wilson's partner caught pneumonia and canceled out. He'd met her at a gas station in Death Valley and knew she was the one for the trip ("When you meet a survivor, you can tell by the eyes," he'd explained.)



The Daily Astorian—BILL WAGNER

Anthony J. Raffenaud, the latest in a long line of people to pass through Astoria on an amazing journey, paused Thursday before continuing his 3,600-mile hike from Blaine, Wash., to El Salvador.

Raffenaud, a member of a Seattle lay community of the Franciscan Order of the Catholic church, prefers to be called Brother Jude. He has dedicated his walk to the Virgin Mary, saying she will bring peace that no man or government can accomplish. He says the Virgin Mary is more powerful than "all the armies of the world" and pleads for world disarmament.

The trek began March 4, Ash Wednesday, and is expected to take six months. The 34-year-old traveler can be spotted by a large, colorful banner which carries the symbol of the Virgin Mary's immaculate heart.

"I'm not going to do anything when I get there (El Salvador). Hopefully, I will be allowed to pass, I won't be shot in Honduras or hung at the border. I have faith the virgin will do something."

THE PORTLAND MAN looked around Astoria a few days for another survivor, but, finding none, proceeded anyway. He'd already pulled away when he realized he'd forgotten to get cigarettes. He paddled back to the pier ladder, started to scale it and caught his foot between two rungs. He fell and wrenched his back.

Always the survivor, he got back into his canoe, sans cigarettes, and started for the Columbia River bar. After he passed out, some kids found him, overcome by pain, washed up on the Youngs Bay shore near the Dairy Queen.

Those who endeavor to cover many miles on dry land have other worries. Take Bill and Pat Gromally, two Rhode Island teachers who passed through our town in August 1977. At the time they were in their third year of a walk around the perimeter of the United States. Along the way he'd had a knife pulled on him, and she'd almost been raped at gunpoint. And there's still no report on casualties suffered when they returned with slides to show their students — all 15,000 (slides, that is).

The 90 bicyclists from Ambassador College in Pasadena didn't suffer much. They passed through in June of '76 as part of the Bikecentennial. Accompanying them was a truck with camping equipment, a portable bank and barber shop.

THEN THERE ARE the solitary sojourners, the lonely knights of the road. One was Ben Linden, a Seattle student traveling to San Francisco on a unicycle. His main obstacle was trying to find a suitable place for his saddlebags (ultimately they flanked the wheel).

There was Gary Feathergill, a man "mostly from Alaska during the summers," he said, who passed through in October '78 en route to Eureka, Calif. — on roller skates. He pulled a rickshaw with supplies.

For style, it's hard to match Hung Ju, a Buddist monk from Seattle who passed our way in June 1974 on his way home from San Francisco. He walked — sort of. He stopped every third step, knelt, pressed his forehead to the ground and silently said Buddha's name. He averaged 80 miles a month.

On the surface, the journey of Steve Theisen from San Diego may seem mundane: a 5,500-mile walk from Alaska to his hometown. But as he hiked through Astoria in February 1980, he revealed the higher points of his trip: the people he met.

There was the Texan, he recalled, riding his horse from Alaska to Texas; two men traveling by bike and kayak from Alaska to the tip of South America; a Swiss man on a 20,000-mile motor trip through America, and the winner of a 1,100-mile dog sled race.

Do these people sound familiar?

Port facilities vital to fishing

3/24/81

By CHRIS GENNA
Of The Daily Astorian

The lower Columbia River could be a major center for the West Coast fishing industry in the future, but only if the Port of Astoria takes major steps to improve facilities.

That was the upshot of a meeting Monday among representatives of the Clatsop Economic Development Committee, the Port of Astoria, and the local fishing industry.

The meeting, hosted by the port, was called by Jim Bergeron, Clatsop County Extension Service marine extension agent and chairman of the CEDC's fisheries facilities siting committee.

Harry Utti, chief of engineering services for the port, reported on the status of two U.S. Army Corps of Engineers projects; the improvement of the port's West and East mooring basins.

Utti said a "Section 107" study to modify the west basin, near the Thunderbird Motor Inn, is 80 percent complete and could be done by September. The corps then would be ready to proceed with design work.

But that project, as originally envisioned, would cost $3.5 million. The port would have to finance $1.5 million of that, plus 50 percent of the costs that would benefit the pleasure-craft fleet.

The east basin breakwater modification study is complete, except for some minor cost estimate revaluation, and could go to the corps' district office for approval next month, Utti said.

The corps would finance all breakwater work at the uppertown basin, but interior dredging and float construction would be up to the port.

The corps at one time had said work could begin at the east basin this spring. But since the Reagan administration began proposing massive cuts in federal spending, there is no federal money to finish either project.

Several fishermen made it clear the port should view the East Mooring Basin as the better site to make improvements for the commercial fishing fleet.

Bud Conger, an Astoria fisherman, said he had opposed major improvements at the west basin "because all it was doing was delaying the time to decide what basin the port is going to develop. The community can't support both basins, and can't decide which one to work on. Now, they want to spend $3.5 million on the west basin. It seems the port just has a knack of throwing money away."

Conger said he thought the east basin is the better place to moor commercial boats because there's more backup land there, it's closer to shore facilities like receiving stations and ice loading docks, and its size is adequate.

Improvement of the east basin was given top priority by the CEDC on its 1980-81 project list.

Joe Easley, director of the Otter Trawl Commission, said the port should put money into the basin that will be most cost-effective. "I don't care which basin you develop, just so long as it's the one where you can get the most improvement for the least money."

Easley said the port might find the most cost-effective basin is neither the east nor west basin, but some other basin in the area, like Warrenton's.

See Port, Page 4

Cites lack of feedback

3/24/81

Hanlon introduces port authority bill

State Sen. Charles Hanlon has introduced his bill to create deep-water port authorities, though he said he's perplexed by the lack of feedback from members of the Port of Astoria Commission and the governor's Lower Columbia River Development Task Force.

The Mountaindale Democrat also was surprised to learn Monday that Senate President Fred Heard has assigned the bill to Hanlon's Agriculture and Natural Resources Committee, rather than to the Trade and Economic Development Committee.

Hanlon told The Daily Astorian that means he'll have full control over hearings on the bill, SB 815.

The bill would allow county commissioners to form a deep-water port authority, which would be granted the same powers as existing ports.

It would allow the governor to appoint members of the board of directors of the deep-water port authority, subject to confirmation by the Oregon Senate.

Such a deep-water port authority would, according to the bill, "provide or improve deep-water port facilities for international trade and commerce for the benefit of the people of the state of Oregon."

In other words, the new authority, with commissioners appointed by the governor, would be "wrapped in the flag" — the state flag.

In a letter to Floyd Shelton, executive director of the Port of Astoria, Hanlon noted the bill is permissive. It leaves formation of such a deep-water port authority to local residents.

Hanlon assured Shelton "It is merely a suggestion of one way to proceed if a deep-water port is what you want . . . I see no reason why you cannot get a bill that is precisely to your order."

Hanlon told The Daily Astorian the bill should be viewed as "a vehicle for obtaining whatever the community wants for a deep-water port authority."

Hanlon cited the "absence of detailed information from the Port of Astoria or the task force." But he said any part of the bill can be changed, especially because he will preside over committee hearings on the measure.

"I'm trying to avoid tramping on egos. One trouble dealing with this is the sensitivities of all the people involved. I want to give residents of the port district what they want."

Hanlon said Heard's assignment of SB815 to his committee was a stroke of luck. "I think the president did it out of courtesy to the sponsor (Hanlon), which is sometimes done. Fred (Heard) has offered to support the legislation in any way he can."

Retail Merchants Meeting — The Astoria Area Chamber of Commerce Retail Merchants Committee will meet 7:30 a.m. Wednesday, April 1, at the Fiesta Restaurant. Clatsop County District Attorney Steve Gerttula will discuss the legal rights merchants have to combat the passing of bad checks.

3-30-81

Port

3/24/81

Continued from Page 1

He said the port had to adopt an area-wide outlook on fisheries development. "Coos Bay area has a lot of small communities that do a lot of wrangling, too, but there the Port of Coos Bay looks at what's best for the whole area. So they built the Charleston mooring facility and it's not even an incorporated area."

In a related matter, Tom Clune, director of the CEDC's Youngs Bay Salmon Enhancement Project, reported on the success of the home-grown salmon rearing project. Clune said the fall chinook catch in Youngs Bay in 1980 was three times the catch in 1979. That year also had been a record.

Clune said the project recently stocked its spanking-new Pond No. 3, on the South Fork Klaskanine River, with 2 million fall chinook.

Next year, Clune said, the pond could rear and release 5 million fall chinook.

The trouble is, there might not be a next year. Federal grants to support the project have all but dried up under the Reagan administration's austere budget, and prospects for state funding appear little better.

"Our funding from the Oregon Department of Fish and Wildlife hasn't been threatened so far, but our appropriation request for 1982-83 hasn't been approved," Clune said.

Duncan Law, chairman of the CEDC's fisheries subcommittee, would like to find some formula by which fishermen who benefit from the salmon releases help bear the cost of the project. But proposals to assess Youngs Bay fishermen don't recognize that ocean trollers and sports fishermen also catch the project's fish. Assessments also might obviate small cash contributions already made by individual fishermen.

A significant contribution by the Port of Astoria last year might not be repeated, Clune said.

"What's always impressed the federal agencies who've granted money for the project is the degree of community involvement," Clune said.

Promotion of Astoria panel's goal

3/31/81

By JAMES HOLMAN
Of The Daily Astorian

"Astoria Has It" bumper stickers aren't enough, the Astoria Area Chamber of Commerce has decided.

To sell the city's attractions to tourists in Oregon and elsewhere, the chamber has formed the Committee to Promote Astoria, said chamber Manager Jim Durham. One of its first tasks will be to persuade the Astoria city government's budget committee to raise the city's motel room tax and to give the chamber a percentage of the receipts for use in promoting Astoria.

Durham said the committee will consist of nine voting members, including representatives of the motel industry, restaurants, retail business, sports fishing, the Astoria city government, the chamber board of directors, the travel and tourism industry and two at-large members.

Astoria attorney Richard Fischer is temporary chairman, Durham said. The committee is a subcommittee of the chamber, but will function "autonomously," much like the Retail Merchants Committee, Durham said. The chamber will provide administrative support to the committee.

Durham said the committee will promote Astoria's tourist attractions through brochures, retail promotions, travel bureaus and advertising, perhaps along the lines of such successful promotion programs as Newport's and Lincoln City's.

The Seaside Chamber of Commerce also has a promotion program that includes television advertising.

The committee will ask the Astoria Budget Committee to increase the motel tax from 5 percent of the room rate to 6 percent, Durham said. In fiscal 1979-80 the city room tax generated revenue of $76,239. The money goes to the city's general fund. For the first three quarters of 1980-81, the city has collected $67,263. Finance Director Ron Caton projects the city will collect $84,174 for the fiscal year.

The chamber in 1980-81 was budgeted to receive $3,250 from the city, but that wasn't based on a percentage of room tax receipts.

The committee would like the city to dedicate 2 percent of the room tax to the chamber for promotion of Astoria. Durham said that would generate about $30,000, which could be used as "seed money."

"For example, if the Scandinavian (Midsummer) Festival spent $500 for advertising, (the committee) could match that. You could balloon your money by using it as seed money," Durham said.

Promotion of tourism in Astoria "is something we can do right now," he said. "We don't have to wait

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"Common sense and moderation h
Walesa after he and Deputy Premie

Task force to explain options

The Astoria Area Chamber of Commerce has invited members of other chambers to a joint meeting April 10 to discuss lower Columbia River port development.

Jim Durham, director of the Astoria chamber, said a letter has been sent to mayors, county commissioners and other interested citizens. It said representatives of Scappoose, St. Helens, Rainier, Clatskanie, Astoria, Warrenton, Seaside, and Cannon Beach have been asked to attend.

Three members of the governor's Lower Columbia River Development Task Force — Jim Thayer, Dennis Lindsay and J.W. "Bud" Forrester — will explain options for an area-wide development effort, and lead a discussion of mutual concerns, Durham said.

Durham's letter said he hoped thorough discussion "may present fewer roadblocks toward development in the future."

Durham said reservations, which can be made at the chamber office, are needed for the luncheon meeting.

3/31/81

State to give port job of finding a Tongue Point use

4/1/81

By CHRIS GENNA
Of The Daily Astorian

State government and the Port of Astoria are very close to a cooperative agreement in which the port would take responsibility for finding a developer for Tongue Point, a top aide to Gov. Vic Atiyeh said Tuesday.

Lee Johnson, Atiyeh's administrative assistant, told members of the Oregon House Trade and Economic Development Committee the Division of State Lands has been negotiating with the port. The state agency is "on the verge" of signing an agreement giving the port authority for finding a tenant for the 148 acres of prime marine development land east of Astoria, Johnson said.

THE DIVISION OF State Lands has held title to the land since the State Land Board, composed of the governor, Secretary of State Norma Paulus and Treasurer Clay Myers, decided to purchase it from the federal government last October.

Floyd Shelton, executive director of the Port of Astoria, confirmed that there has been a "very close dialogue" between the port and the state.

"I feel very happy about the terrific support and enthusiasm we've had from Salem," Shelton said. He offered no details about the agreement, saying, "The nuts and bolts are something I think will be settled on down the road."

According to state Rep. Ted Bugas, R-Astoria, Johnson made the comment during testimony on Bugas' bill, which would merge the ports of Portland and Astoria and give the resulting area port authority the power to condemn railroad lines.

JOHNSON ALSO TOLD committee members he and J.W. "Bud" Forrester, a member of the governor's Lower Columbia River Development Task Force and editor of The Daily Astorian, will travel to Washington, D.C., today to talk with Mark Hatfield and Bob Packwood and Oregon Democratic Congressman Les AuCoin.

Johnson said he and Forrester will meet with Hatfield to try to win his support for congressional authorization to deepen the Columbia River bar and channel to Astoria. Hatfield is chairman of the Senate Appropriations Committee.

Forrester said U.S. Army Corps of Engineers studies of the feasibility of deepening the bar may recommend a depth of 55 feet. he said task force members who have studied the situation are convinced at least 60-foot depths will be needed for the massive coal trade expeeted between the United States and Pacific Rim nations.

Forrester said no one realistically is looking for an appropriation, or actual funding, of such a massive project right now. But authorization of a deeper bar would be a "signal" to railroads, developers, and foreign coal buyers that the United States is committed to the future coal trade.

Forrester said Packwood has influence on commercial fishing matters, and he and Johnson will consult with the senator about threatened fisheries programs like Sea Grant. Packwood is chairman of the Senate Commerce Committee.

PORT OF ASTORIA commissioners decided Tuesday they can't support either Bugas' bill or a Senate measure introduced by Sen. Charles Hanlon, D-Mountaindale — at least in their present forms. But commissioners commended both legislators, because "many aspects of each bill could prove beneficial to the Clatsop County area."

Hanlon's SB 815 would allow county commissioners to create state deepwater port authorities. The commissioners of those port authorities would be appointed by the governor as Port of Portland commissioners are.

Port of Astoria spokeswoman Christine Rose said commissioners think the bills are premature without detailed analysis of the effects of a Lower Columbia port authority. Commissioners told Shelton to take that position at Senate hearings April 7 on Hanlon's measure.

Ms. Rose said no representative of the port was at Tuesday's House hearings.

Commissioners also decided to ask the state government for a study by two state agencies of the impact of a single-carrier rail line between Astoria and Portland, the Burlington Northern.

Ms. Rose said the Public Utility Commissioner's office and the Department of Transportation will be asked to participate in the study.

Earlier in the week, Bugas had told The Daily Astorian his bill wouldn't be set back if port commissioners didn't endorse it.

"It's not too critical," Bugas said of a port endorsement. "Whether we have to change it or anything, my intent was to try to shake something loose, and I think the bill's doing that."

4/3/81

Chamber lobbies for room tax money

By JAMES HOLMAN
Of The Daily Astorian

The Astoria Area Chamber of Commerce would like to let "Oregon's best-kept secret" out of the bag.

In a slick, one-hour presentation, the chamber made a pitch to the Astoria Budget Committee Thursday for a slice of the city government's motel room tax pie.

The chamber asked budget committee members to support its request that the city government increase the motel tax from 5 percent of the room rate to 6 percent and give the group one-third of the tax collected.

Chuck Farmer, chamber president, said the money would be used to promote Astoria as a tourist attraction.

THE BUDGET COMMITTEE — composed of the mayor, the four councilmen and five appointed citizens — held its first meeting on the 1981-82 budget Thursday. The chamber and several other groups made requests for money during a two-hour public meeting at the beginning of the meeting.

The chamber's presentation featured speakers from the motel industry, restaurant and beverage industry, travel industry, retail business and charter fishing, as well as demonstrations of other coastal cities' advertising campaigns.

"We have a plan that will bring great economic benefit to our area," Farmer said. "This program will bring new dollars into the community."

Farmer cited similar promotion programs by Newport, Seaside and Lincoln City. Newport's advertising campaign has resulted in "the most monumental change in the profile of a community I've ever seen," he said.

Crest Motel owner Dorothy Comstock said "Astoria needs a program now to attract our share of those tourist dollars."

She said the city's figures show that motel revenue averages $4,200 daily on a year-round basis, but during July, August and September averages $7,200 daily. Promoting Astoria would increase those averages and at the same time increase the city government's share through its room tax, she said.

BILL PITMAN, OWNER of Pier 11 Feedstore Restaurant, said his business "would barely make it" without the summer tourist trade. The restaurant's six-month winter payroll is $42,000 less than its six-month summer employs about 10 fewer workers during the winter.

Bobbie McCallister, a member of the chamber's Retail Merchants Committee, said money spent to promote Astoria would be an "investment." That investment would return money to the city government's motel tax coffers, offsetting the amount the chamber is asking for promotion, she said.

"What we're talking about here is something we can do right now," she said. "We don't have to wait two, four, six years. We don't have to wait for a railroad to develop its tracks."

She noted that many other coastal cities have a head start in promoting their tourist attractions. "We're on the caboose of the train," she said. "We need something postitive."

Charterboat operator Gene Itzen said the 86 "recognized" charters in Astoria, Warrenton and Hammond "easily could handle double" the business they currently get. The 86 boats have a capacity of about 720 passengers a day, Itzen said. Each passenger spends an average of $100 daily in the area, not counting his charter fishing fare.

That would bring $72,000 in "direct local area purchase of goods and services" each day the boats are filled to capacity, Itzen said.

TWO YEARS AGO, a large group that had fished annually on Astoria-area charters was wooed to Newport by that city's promotion efforts, Itzen said. "We lost $378,000 direct dollars a year as a result."

Sundial Travel Service owner Patsy Conner said it's time Astoria "cashed in on some of those tourist dollars."

"Astoria, as they say, is Oregon's best-kept secret," she said. "We have to find out what tourists want and provide it."

Larry Kaye, Seaside Chamber of Commerce's advertising consultant, played radio and television commercials plugging Seaside and compared them with commercials his Portland firm has produced for other clients.

Tourism "can bring economic health to Astoria," Kaye said. But it will take more to do the job right than the estimated $30,000 to $35,000 the chamber is asking for, although that will be a start, he said.

He noted that "Astoria's message" will have to compete not only with other coastal cities' commercials, but also with national television advertising. "If not professionally prepared, it will get lost," Kaye said.

IF THE COMMITTEE and the city council approve the request, the promotion campaign would be administered by the newly formed Committee to Promote Astoria, a subcommittee of the chamber that will function "autonomously," Farmer said.

Budget committee members took no action on the request but most seemed impressed by the group's presentation.

"I've been serving on the budget committee for six years and this is the most forceful, well-planned and dynamic presentation I've seen come before the committee," Mayor Bob Chopping said.

But he noted that motel owners had opposed initiation of the room tax when it was first proposed several years ago. "I'm pleased to see (representatives of the motels) here tonight," he said.

The budget committee will meet again Tuesday, April 7, Wednesday, April 8, Tuesday, April 14, and Wednesday, April 15.

4/6/81

Oil and gas lease rights to be sold

By JAMES HOLMAN
Of The Daily Astorian

The oil and gas lease rights to more than 25,000 acres of state-owned land in Clatsop County — including about 1,000 within the Astoria city limits — will be auctioned April 29.

The Division of State Lands will conduct the oral auction in Salem. Leases are awarded to the qualified bidder who offers the highest cash bonus bid. The lease gives the winning bidder the right to explore and drill for oil and gas, subject to state approval.

Most of the land is in the Clatsop State Forest. Parcels ranging in size from 40 acres to 677 acres will be auctioned. They include about 400 acres near Crown Zellerbach Corp.'s Wauna pulp and paper mill, several hundred acres southwest of the City of Astoria's watershed, acreage near Olney, Svensen, John Day, Fern Hill and Walluski, and several thousand acres near Jewell.

An October public auction drew bids averaging $39 an acre for leases on state-owned land in Clatsop County. However, some parcels went for the minimum $1-an-acre bid.

Interest in the April 29 auction appears keen, said Thelma Thaler of the Division of State Lands mineral leasing department.

Since the May 1979 discovery of natural gas near Mist in western Columbia County, Division of State Lands auctions have drawn representatives of the major oil companies, wildcat drillers, small, independent oil and gas companies, and lease rights speculators. Geologists believe the commercial gas deposits discovered near Mist may extend west along the Nehalem River Valley into Clatsop County.

Nehama and Weagant Inc., a Bakersfield, Calif., company, is drilling for gas near Jewell. Diamond Shamrock Corp. — one of the partners in the Mist gas fields — began drilling recently near Big Creek, south of Knappa. That test well has reached 5,000 feet and is to be drilled to 7,200 feet. The well is on Boise Cascade Corp. land.

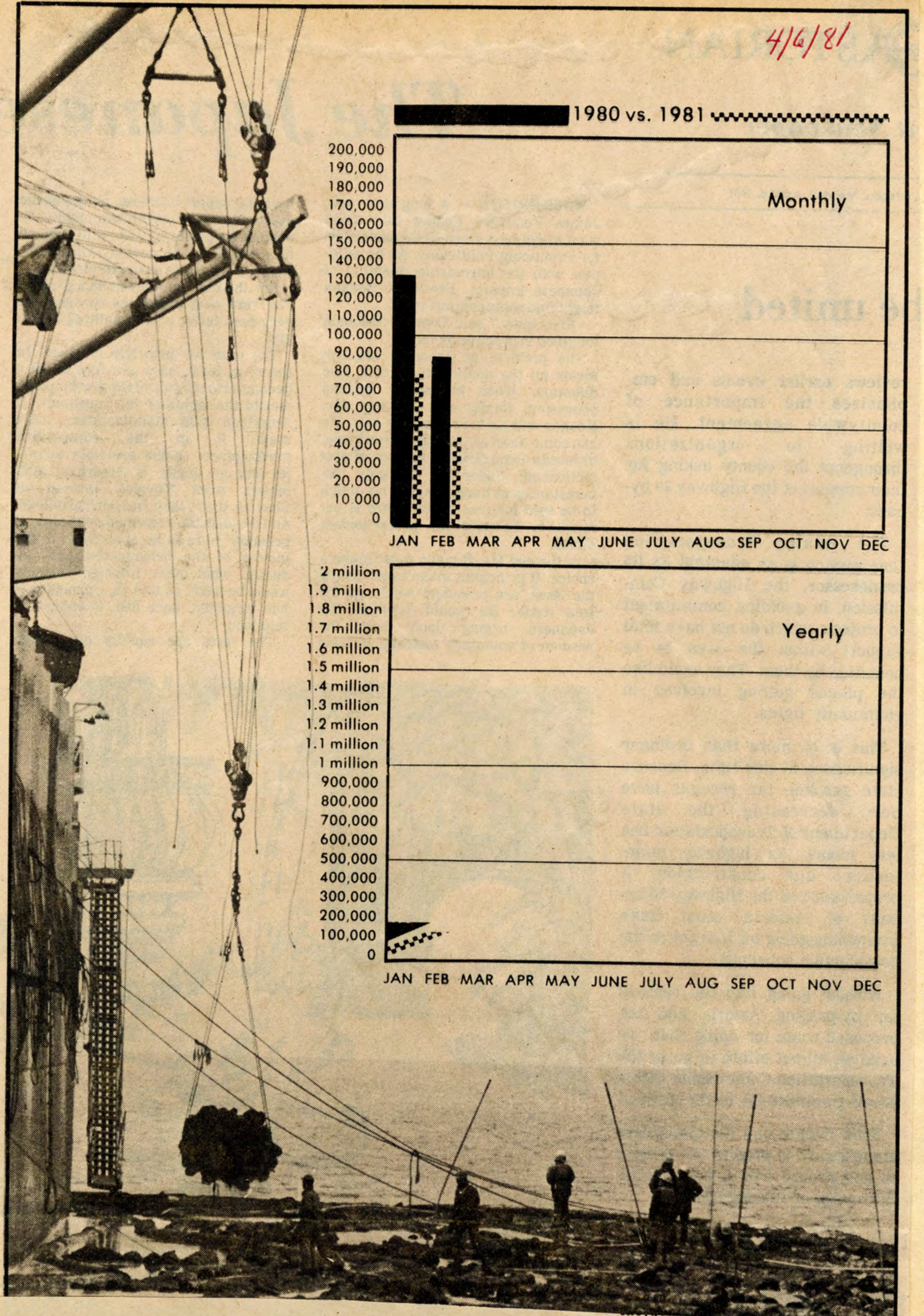
Revenue from the auction of oil and gas leases on state-owned land is distributed to Clatsop County government and local taxing districts under the same formula as state timber receipts. The county and local taxing districts receive 62.5 percent of the total bid; the rest goes to the state government.

In addition to the cash bonus bids, the state charges annual rental of $1 an acre. Leases are for 10 years and require that drilling begin within seven years. Permits must be obtained from the state Department of Geology and Mineral Industries before drilling.

Leasing rights to seven parcels in Malheur County and two parcels in Lake County also will be auctioned April 29. Ms. Thaler said another lease auction is planned for June and will include some Clatsop County land.

Copies of the leasing rules and lease forms are available from the Division of State Lands, 1445 State St., Salem 97310. The agency also maintains other data that may be examined at its Salem offices.

4/6/81



Open Forum

catching fish far from their shores, processing them in their plants and selling the product in American markets at prices lower than American processors must have.

4/6/81

By Astoria Chamber of Commerce

Highway 30 rerouting pushed again

By CHRIS GENNA
Of The Daily Astorian

A 14-year-old idea to reroute Highway 30 south of Astoria's waterfront and central business district is being resurrected by the Astoria Area Chamber of Commerce.

Backers of the bypass concept say events since it was first proposed may have softened opposition to the plan, opposition which caused the state Highway Commission to shelve the proposal.

One of the bypass project's chief supporters is John Supple, chairman of the chamber's Transportation Committee.

Supple has mailed a letter to businessmen and government officials throughout the county, urging their support for a reincarnated Highway 30 bypass campaign.

Supple in remarks to Clatsop Economic Development Committee members Feb. 26, said the conclusions of a study the chamber committee prepared in1967 are as valid today as they were then.

Supple, manager of Bumble Bee Seafoods in Astoria, said the committee had proposed in 1967 that a new route leave present Highway 30 at the John Day bridge, go through a natural saddle to the southwest, and link up to Highway 202 in the Williamsport area.

The route would connect, via Highway 202 and West Marine Drive, to Highways 30, 26, and 101 at the north end of the new Youngs Bay bridge.

Supple told the CEDC members the chamber's retail merchants branch already had endorsed the idea. The Astoria City Council will consider the proposal tonight.

In a letter dated March 26, Supple asked for community leaders' support for the project. He said a bypass would greatly reduce traffic congestion in the city and improve transit time for log trucks, chip trucks and traffic from upriver points to the Port of Astoria, thereby cutting time and transportation costs.

Supple said the new route would be a boon for tourists heading to the Fort Stevens, Seaside and Cannon Beach areas, making Highway 30 an attractive alternative to Highway 26. The result would be less congestion on Highway 26 as well, he said.

Supple said the chamber undertook a study of Highway 30 traffic problems 14 years ago, and after a year's study, the transportation committee published a "comprehensive" plan that analyzed various alternatives. The most practical was the bypass concept.

That study was presented to then-governor Tom McCall and the state Highway Commission, where it was well received. But the commission shelved the study shortly afterward, saying the community wasn't 100 percent in favor of the idea.

Last year, Supple said, the situation was re-evaluated, and chamber members found the bypass is needed now as much as ever. Supple wants to go back to Salem to get the idea moving again, but that, he said, requires strong, countywide support.

Supple said the Astoria chamber committee will make its case to any group or organization which would like more information about the bypass.

Supple told The Daily Astorian that recent discussion of port development has made it clear that Astoria needs improved transportation networks.

One recommendation of the governor's Lower Columbia River Development Task Force to boost the area's economy is improvement of the water-level road route between Portland and Astoria.

Supple said the route, which would have to climb over terrain elevations of only 220 feet, would shave 15 minutes off the time it takes to drive from Longview, Wash., to Seaside.

He said 99 percent of the land over which the road would be built already is owned by the state government. "I'm sure the positive aspects outweigh the negative," Supple said.

Supple isn't optimistic about getting the funding for the bypass project immediately, but he said it's essential to get the project on the state's priority list.

It doesn't follow

4/6/81

Sen. Charles Hanlon's bill to create a deepwater port authority on the lower Columbia River assumes that residents of the Port of Astoria District are not pleased with the arrangement they have and would prefer a commission appointed by the governor to a Port of Astoria Commission whose members they elect.

Displeasure with the Port of Astoria Commission's failure to generate economic development through increasing and diversifying cargoes, assisting commercial fishing and encouraging industrial development can be found throughout the port district.

Two indicators of it have appeared recently. A new director and staff have been brought in. And an unprecedented number of candidates last week sought positions on the commission. A long history of unrest led up to those developments.

But it does not follow that residents of the port district are so unhappy in their unrealized hopes for creation of a major deepwater port that they want to turn the show over to the state and have the governor appoint members of a deepwater port commission.

Sen. Hanlon spoke in an interview with The Daily Astorian of being preplexed by not having had any feedback on his legislation from members of the Port of Astoria Commission. They're being polite. They don't want to tell him in all candor what they think of a plan to put the commission out of existence. He hardly can expect them to be objective on the subject.

We must be united

4/6/81

An Astoria Chamber of Commerce committee undertook a study in 1967 of alternative methods of routing Highway 30 traffic at Astoria. A year later the committee published details of the alternatives and concluded that a by-pass of the central business district was the best choice.

When the study and recommendation was taken to the state Highway Commission the committee was told the commission didn't want to act until the Astoria community was unified on routing of the highway. The commission, but not the chamber of commerce committee, had been told by some central business district property owners that they were opposed to a by-pass.

Since then, when discussions of routing of Highway 30 have come up, someone always has recalled what occurred in the late 1960s, how damaging a divided house was.

Against that background it isn't surprising that reactivation of Highway 30 routing, generated by an Astoria Area Chamber of Commerce Committee, seeks unanimity of opinion.

In a recent letter seeking agreement on a Highway 30 by-pass of Astoria, Transportation Committee Chairman John Supple reviews earlier events and emphasizes the importance of countywide agreement. He is writing to organizations throughout the county asking for their support of the Highway 30 by-pass.

The state Transportation Commission is as adamant as its predecessor, the Highway Commission, in avoiding commitment to projects which do not have total support within the area to be benefited by them. They avoid like the plague getting involved in community fights.

This is of more than ordinary significance at this time. Because state gasoline tax receipts have been decreasing, the state Department of Transportation has less money for highway maintenance and construction. A project such as the Highway 30 by-pass of Astoria must have everything going for it to get on the construction schedule.

Without going into the reasons for by-passing Astoria and the proposed route for doing that, we urge an all-out effort to go to the Transportation Commission with a broad commitment to the project.

John Supple and his committee stand ready to present the project to any groups who need more information or clarification.

Demoliton bids sought

4/7/81

Councilmen order house condemned

A house at 859 Fifth St., Astoria, is a hazard and should be torn down, Astoria city councilmen decided Monday.

Assistant Public Works Director Ray Ala said the owners of the house, Jefferson and Susan Davis, were notified by certified letter Jan. 22 to make repairs needed to bring the building up to city code within 30 days, but haven't.

Although the Astoria telephone book lists a J.F. Davis at 859 Fifth St., Ala said the house hasn't been occupied for more than a year, nor have the owners made any repairs on the house.

He said Mrs. Davis called the city after receiving the certified letter and told a city employee the Davises use the building daily and won't tear it down.

The house is valued at $5,560 and the land at $17,100, Ala said in a memorandum to councilmen. "The old residence is in such bad condition that it does not appear to be feasible to repair," Ala said. The city has received "numerous complaints" from neighbors, he said.

Councilmen voted unanimously to proceed with condemnation of the house and to call for bids to have the building torn down. A lien would be filed against the property for the cost of demolition.

In other business Monday, councilmen:

— Accepted an $8,053 bid by Jim Wilkins Co., Astoria, for construction of a sewer line on West Lexington Avenue east of Sonora Avenue. The engineer's estimate for the project was $10,718.

— Agreed to write a letter of support to the Astoria Area Chamber of Commerce, backing the chamber's recently revived call for a Highway 30 Astoria bypass. The bypass would connect with Highway 30 at the John Day bridge and run through a natural saddle southwest to Highway 202 near Williamsport, then along Highway 202 and West Marine Drive to the Youngs Bay Bridge.

— Authorized an agreement with Clatsop County government for the housing of prisoners arrested by Astoria city police. Cost will be $21 a day for male prisoners and $51 a day for female prisoners.

— Decided to apply for federal funding to purchase new buses for TBR Co., the Astoria bus firm. If approved, the federal grant would pay 80 percent of the cost of buses that would meet federal rules requiring the city to provide access to handicapped people. The city government would pay 10 percent and the state 10 percent. The city government subsidizes the bus system through a $25,000 annual serial levy.

— Referred to the city's insurance company a claim for damages filed against the city by Lonnie D. Painter. Painter claims he was falsely arrested and jailed Oct. 18, 1980, and asks damages of $50,000.

— Recommended approval by the Oregon Liquor Control Commission of a liquor license for Mini Mart Foodstore Inc., formerly Mary's Grocery, and recommended renewal of liquor licenses for 42 other Astoria businesses.

— Heard first and second readings of an ordinance that would amend the city land use and zoning map. The amendment would move the zone line between the R-2 (medium-density residential) zone and the Land Reserve Zone from 40th Street one block east to 41st Street and from Grand Avenue one block south to Harrison Avenue.

— Authorized the Benj. Franklin Savings and Loan Association's Astoria branch as an official depository for city funds.

4/8/81

Tourism promotion funds backed

By JAMES HOLMAN
Of The Daily Astorian

A plan to use a share of the city government motel room tax revenue to promote Astoria's tourist attractions got a boost Tuesday.

Astoria Budget Committee members gave tentative approval to the Astoria Area Chamber of Commerce request. The chamber has asked the city government to increase the room tax from 5 percent of the room rate to 6 percent and give the chamber one-third of the total room tax revenue.

If the plan gets the final approval of the budget committee and if the city council agrees, the chamber would receive about $30,000 in 1981-82, officials estimate. That money would be used to promote Astoria through advertising, along the lines of similar campaigns by the cities of Newport, Lincoln City and Seaside.

CHAMBER OFFICIALS HAVE said spending the money to advertise Astoria would be an "investment" that would pay for itself by bringing in more tourist dollars.

Budget committee members met Tuesday in the second of a series of meetings that will result in a 1981-82 city government budget they will recommend to the city council. The committee is composed of the mayor, the four councilmen and five appointed citizens.

The committee gave tentative approval to the proposed budgets of several departments within the city's general fund. The general fund is used for day-to-day operation of the city. Because most departments in the general fund — for example, fire and police — don't generate enough revenue to support their operations, the general fund must be balanced by property taxes.

Department budgets given tentative approval Tuesday were:

City council — A proposed budget of $6,454, down 4 percent from 1980-81. The major expenditures are for salaries of the mayor ($100 a month) and the four councilmen ($60 a month each).

City manager's office — Up 15.8 percent to $98,271. Salaries and fringe benefits of the city manager and two clerical workers are the major expenditures. They're up $10,731 or about 14 percent. City Manager Dale Curry is budgeted to receive a 1981-82 salary of $38,942, up from $34,860.

Municipal court — Up 23 percent to $27,057. Salaries and benefits for the municipal judge and a part-time clerical worker are the major expenditure.

Finance department — Up 8.7 percent to $267,819. Salaries and fringe benefits of the 12 employees are the major expenditure. Finance Director Ron Caton's 1981-82 salary is budgeted at $32,114, up from $29,028.

City attorney — Up 7.6 percent to $18,488. The city attorney's salary ($12,200) and fringe benefits are the major expenditure.

CITY HALL OPERATIONS — Up .2 percent to $33,295. The major expense is for the city hall custodian's salary ($15,124) and for maintenance of city hall.

Non and interdepartmental — This is a catchall for general fund expenses that don't fall under any of the other departments. It includes such expenditures as general liability insurance ($42,000), postage, false arrest insurance, advertising, telephones,

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Budget—

4/8/81

Continued from Page 1

photocopying, dues to organizations, dog control, and the city's share of funding for the Area Agency on Aging and the Alcohol Treatment Program. The motel tax money that would be allocated to the chamber of commerce also would come out of this fund.

Fire department — Up about 3 percent to $673,377. Salaries, overtime, holiday pay and fringe benefits for the department's 22 employees are budgeted at $588,661, up $49,246. Committee members tentatively approved capital outlay of $13,946 in 1981-82, including $7,687 for a new car for the fire chief, $1,500 for a 12-ton floor jack and $1,800 for three armchairs for the firefighters' living area. Fire Chief Gene Robertson's 1981-82 salary is budgeted at $29,038, up from $26,640.

The budget committee will meet again tonight at 7 in the council chambers of Astoria City Hall.



4/9/81

ON THE WATERFRONT

CREST parties sit down with mediator

By CHRIS GENNA
Of The Daily Astorian

A two-day effort aimed at settling the disputes blocking final approval of the Columbia River Estuary Study Taskforce's plan began today in Astoria.

Vern Huser, from the Institute for Environmental Mediation, was scheduled to open a mediation session at the Port of Astoria, bringing together representatives of all the CREST member governments, federal and state resource agencies, and permit authorities.

The institute, Huser said, is totally independent, not a government agency. Although it receives some government grant money, its mediating functions are funded by no-strings grants from philanthropic outfits like the Ford Foundation and Andrew Mellon Foundation.

In fact, the institute moved off the University of Washington campus last fall, largely to avoid the appearance of any connection with the school.

"The independence of the mediator, his impartiality, is absolutely essential to any successful mediation," Huser told The Daily Astorian.

HUSER HAS SET modest goals for the two-day session. He said the initial meeting will be a "scoping session" designed to ferret out answers to basic questions.

Some of those questions are: What parties should take part in future negotiations? What parties should not? Which parties should be negotiators and which should be "technical advisers," agencies whose approval, but not necessarily commitment, is needed? Which issues lend themselves to settlement? What sites should be considered?

The last question may be the most difficult, because there is no shortage of issues. For example, while the Port and City of Astoria and the Oregon Division of State Lands want maritime industrial development at Tongue Point, the U.S. Fish and Wildlife Service and the Oregon Department of Fish and Wildlife resist the idea of massive dredging and filling at that site.

AND WHILE THAT'S just one of perhaps half a dozen sites where planning conflicts exist, it may be a typical example.

The CREST plan takes exception to statewide land-use goals in order to allow development at the site. And the Department of Land Conservation and Development has told CREST that though the exceptions may be justified, the evidence given to support them was weak.

The CREST staff, with the help of the Clatsop-Tillamook Intergovernmental Council staff, has worked up an economic element for the CREST plan, and other evidence to strengthen the justification for the exceptions. But federal and state resource agencies have questioned the validity of portions of the economic study.

The ideal solution, of course, would be to get the agencies to agree to development at Tongue Point provided some environmental precautions are taken, or provided some equivalent nearby site isn't developed. Or, looking at it the other way, to get the port to agree not to develop some other site if the state is allowed to develop Tongue Point.

SUCH A SOLUTION could come most easily from environmental mediation sessions, Huser and CREST staff members think.

But such a solution won't come, Huser said, unless all the negotiators come to the sessions ready to bargain in good faith and able to commit the entities they represent to the agreed-on compromise.

And at least one other condition is important for mediation to be effective. A pamphlet Huser's organization circulated to local officials said, "The ability of each party to exercise some sanction over the other is necessary to ensure that all parties enter into negotiations in good faith."

That has been a sticking point for previous "conflict resolution" sessions; local officials felt they had no "weapon" to use against resource agencies they viewed as exercising an absolute veto power over local development plans.

Huser said that may have changed because local governments have demonstrated they're ready to seek plan acknowledgement (approval by the Land Conservation and Development Commission) without getting the agency's acquiescence.

In the event Astoria's plan, for example, would win acknowledgement, over agency objections, then virtually any development scheme at Tongue Point would be consistent with the city's comprehensive plan.

Mike Morgan, CTIC coordinator, said recent pressure from high levels of state government to develop Tongue Point may reverse the roles played in earlier conflict resolution sessions.

THIS TIME AROUND, Morgan indicated, it may be the local governments who won't compromise, trusting instead to pressure from the state to get the conflicts resolved in their favor.

Morgan said that attitude would be unfortunate, because the resource agencies then could obstruct future developments when permits are sought.

For example, the U.S. Environmental Protection Agency could halt dredging at Tongue Point just as easily as it did recently at the Port of Astoria docks.

Morgan and Huser and CREST Director Michael DeLapa agree on the major point — that the solution that offers the best "predictability" for future development is agreement among all sides in a conflict now, before one scoop of earth is turned.

Such an agreement will require honest compromises and eyeball-to-eyeball give and take. Whether there'll be any of that will be known with more certainty after today's and Friday's meetings.

Good beginning

Spokesmen for the tourist industry made an impressive case to members of the City of Astoria Budget Committee last week. That's not surprising. They've got a good story to tell.

None of the receipts from the motel and hotel room occupancy tax of 5 percent levied by the City of Astoria are used to promote tourism. All the money goes into the city's general fund.

In no other Oregon city does that arrangement exist. In all those cities that levy an occupancy tax an established percentage of the money goes to advertise what the city has to offer visitors or to promote conventions.

The Astoria Area Chamber of Commerce is asking the City of Astoria to increase its occupancy tax from 5 to 6 percent and to give tourism promotion one-third of the receipts.

That's what the Seaside Chamber of Commerce and City of Seaside have done.

In their presentation to the City of Astoria Budget Committee, the tourism promoters emphasized that the kind of program they want to launch has been highly successful in Newport. On the coast, Newport probably is doing the best job.

Astoria wouldn't immediately get the results Newport is enjoying, no matter how much money was spent here. But in time the results would be comparable, for Clatsop County has more for visitors to see and do than Lincoln County offers.

Some observers can't understand why the Astoria Area Chamber of Commerce only recently became aware of the economic benefits of tourism. All the assets upon which to build the tourist industry have been here for a long time. But they weren't used because commercial fishing provided so much employment.

The commercial fishing industry is in deep trouble. Its financial woes have forced the community to look for other sources of income. Clatsop County's attractions for visitors have been discovered. Too bad it had to come about that way but thank goodness there at last was awakening to something that can be very good for the economy.

Doing what the Astoria Area Chamber of Commerce is asking the City of Astoria Budget Committee to do would be a very good beginning on the task of building the tourist industry here to its full potential.

Estuary study waits for word on its funding

4-10-81

Wrangling in the nation's capital over budget cuts has left a major study of the Columbia River estuary in a funding limbo, but one official says he's not worried — yet.

David Kent, assistant program manager for the six-year Columbia River Estuary Date Development Program (CREDDP), said funds for both the study and its parent organization are threatened by the Reagan administration's economy moves.

The Pacific Northwest River Basins Commission, which is overseeing the CREDDP study, has been put on notice, in fact, to clean out its desks and get packing.

But Kent said the river basins commissions — there are six nationwide — never have been included in a presidential budget recommendation; they always have been funded by congressional additions.

"The same thing happened last year under the Carter administration," Kent said, "when we finally were funded literally at the 11th hour, I think two days before the fiscal year ended."

"We're in good shape in the Senate, but we've had no indication what the House will do, despite strong support from Les AuCoin (D-Ore.)," Kent said.

It might be possible to fund the study and not the PNRBC — each is a separate budget item — but that would be inefficient because "there would still have to be an organization to pass the money through," Kent said.

Kent said the CREDDP study is funded through the end of September 1981, and he's resigned to the discomfort of waiting until the end of the federal fiscal year to learn the program's fate.

"It makes it bad for us, not knowing what to expect, but there're a lot of people in the same position, and it's no worse for us."

Wants constituent response

4/10/81

Bugas stands by his port merger bill

By CHRIS GENNA
Of The Daily Astorian

Rep. Ted Bugas, citing what he called strong support for a port merger bill he's introduced in the Oregon Legislature, says he's not giving up on the idea of a regional port authority.

The Astoria Republican said he's unhappy with Port of Astoria commissioners' refusal to endorse House Bill 2527, which would merge the Oregon ports on the lower Columbia River and give the combined district the power to condemn railroad lines.

PORT OF ASTORIA commissioners decided not to endorse the bill in a meeting March 31, just as the legislation was undergoing its first hearing before the Oregon House Committee on Trade and Economic Development.

Bugas said Portland Mayor Frank Ivancie testified at the hearing, supporting the concept and chastising Port of Portland officials for "dragging their feet" on the subject.

Lee Johnson, executive assistant to Gov. Vic Atiyeh, and Bill Lyons, a vice president of NERCO, Inc. (Pacific Power & Light Co.'s coal subsidiary) also testified in support of deep-water port development in the lower Columbia. Lyons said his firm's "Phase 2" plan is to build a deep-water coal-handling facility and the only suitable site in Oregon is Astoria.

But, Bugas said, NERCO doesn't have to limit itself to Oregon. "California and Washington have moved faster than we," he said in earlier remarks. "To fail to respond in a unified effort in Oregon will condemn us to a poor third place."

BUGAS NOW WANTS to rally support for his merger bill, with or without the Port of Astoria Commission. "The bill's final form isn't important. Because port commissioners don't like parts of it, they refuse to understand the legislative process. We can change this if we have to, but I want to know what my constituents think about it."

Bugas said recent negotiations between the Ports of Astoria and Portland toward a cooperative operating agreement probably



Rep. Ted Bugas

represent nothing more than a Port of Portland attempt to take the wind out of the merger bill's sails.

"The Port of Portland is down here (in Salem) doing some strange lobbying. I can't understand their opposition to this because the bill would give them potential deep-water facilities and immediate development of their shallower-water sites."

Bugas said he had the legislation drafted after Port of Astoria officials indicated it was needed.

"They gave me the distinct impression," Bugas told The Daily Astorian, "that the time for this is now." Since then, Bugas said, the port commissioners have "got rid of a drone manager" and two new commissioners have been elected.

"Maybe everyone thinks that's enough movement, that things are going the right way now. But I'm not convinced. The only real progress has been at Tongue Point, and that's the state's, not the port's."

BUGAS SAID HE'S "anxious" that the port commission isn't reflecting the feelings of residents of the port district. "When I talk to people I hear 'good work,' but the port tells me it's not needed.

"There's another hearing scheduled April 14 (Tuesday) but I'm not ready to amend the bill yet. One of us — either the port or I — isn't representing our constituents very well. I'd like to find out which."

Bugas said he has no vested interest in the bill's fate. "I'm not even a waterfront landowner anymore," the former president of Barbey Packing Corp. said. "I can walk away from this like that."

Task force members address forum

4/13/81

Two members of Gov. Vic Atiyeh's Lower Columbia River Development Task Force said Friday the wheels are turning to bring industrial development to the lower Columbia River area.

Jim Thayer, task force chairman, and J. W. "Bud" Forrester told a packed house of Chamber of Commerce members and local officials that people at every level of government are working to make the lower river a major seaport.

Astoria Area Chamber of Commerce Manager Jim Durham said about 70 people attended the luncheon meeting, a joint session sponsored by the Astoria and St. Helens chambers.

Durham said the lower Columbia River communities of Scappoose, St. Helens, Rainier, Clatskanie, Astoria, Warrenton and Hammond were represented by chamber members or government officials. Seaside also was represented.

Thayer reported on state interest in the area's development, beginning with Atiyeh's appointment in February 1980 of a five-member task force to study the area's economic development, and reaching a climax last November when the state acquired the Tongue Point property from the federal government, Durham said.

Forrester reported on a recent trip to Washington, D. C., where he and Atiyeh's administrative assistant, Lee Johnson, spoke with Sen. Mark Hatfield, R-Ore., about deepening the Columbia River entrance channel.

Forrester, editor of the Daily Astorian, said the U.S. Army Corps of Engineers already is studying the feasibility of dredging the 48-foot-deep entrance channel to 55 or 60 feet.

But he said Hatfield is aware of the need to dredge the channel even deeper if huge coal ships — up to 100,000 deadweight tons — are to be able to call at Columbia River ports.

Hatfield promised to try to get $400,000 included in the Corps' budget to study the 65- to 70-foot bar, and to study the feasibility of dredging a 55-foot river channel to Tongue Point and a turning basin there, he said.

That study could be completed at the Corps' hydraulic test station at Vicksburg, Miss., by mid-1983, Forrester said.

Estuary land-use conflicts 4/13/81

Mediation session gets mixed reviews

By CHRIS GENNA
Of The Daily Astorian

After 1½ days of meetings in Astoria last week, two mediators from Seattle still are unsure whether Columbia River estuary land-use conflicts can be settled by mediation.

Sam Gustafson and Vern Huser, of the Institute of Environmental Mediation, said they wanted to "think it over" at the conclusion of initial "scoping" sessions Friday in Astoria.

The object of the sessions is to settle disagreements between local governments and resource agencies over industrial development of Tansy Point, the west bank of the Skipanon River, the east bank of the Skipanon River, Port of Astoria property west of Pier 3, state-owned land at Tongue Point, and possibly Crown Zellerbach Corp. land at Blind Slough near Knappa.

THE OPENING MEDIATION session Thursday had the tone of the Vietnam peace talks, with participants arguing over everything but the shape of the table.

But things seemed headed for quick settlement early Friday when Port of Astoria spokesman Henry Desler briefly described a proposed coal transshipment yard on the "East Skipanon" site.

Oregon Department of Fish and Wildlife spokesman Jim Lauman said his agency "would have no problem" with that kind of development. If such a development, which involved no intertidal dredging or filling, had been included in the Columbia River Estuary Study Taskforce plan, the ODFW wouldn't have objected to that portion of the document, he said.

After a moment of stunned silence, one participant muttered, "that's one down" and there was a general feeling progress was being made.

THAT WAS BEFORE the question of economic justification came up.

Ron Lee, of the U.S. Environmental Protection Agency, made it clear it was a state government concern. "EPA's standard of need is when a developer applies for a permit, the site is needed," he said. Need can't be established in the planning process, only in the permit process, Lee said.

The meeting brought together representatives of almost every agency involved in the land-use conflicts, which are holding up final state approval of the CREST plan.

Planner Curt Schneider represented Clatsop County government; planner Jean Hallaux, Astoria city government; and City Manager Gil Gramson, Warrenton city government. The Port of Astoria was represented by Deputy Director Roger Shannon, Administrative Assistant Christine Rose, and commission Chairman Desler, who also is CREST council chairman.

Mike Morgan represented Clatsop-Tillamook Intergovernmental Council; Mike DeLapa, Pat Kubala, and George Blomberg represented CREST staff. Ed Christie and Steve Schell spoke for Dant & Russell, Inc., who, as owners of Warrenton Lumber Co., represent one of the estuary's waterfront landowners.

STATE AGENCIES HAD the second largest representation: Jeanne Robinette and Bill Hayden represented the Economic Development Department; Stan Hamilton, the Division of State Lands; Bob Cortwright and Don Oswalt, the Department of Land Conservation and Development; Lauman and Brent Forsberg, the Oregon Department of Fish and Wildlife.

Federal agencies were represented by Jackie Wyland of the National Marine Fisheries Service; Marge Kolar and Nancy Ellifrit of the U.S. Fish and Wildlife Service; Lee from the Environmental Protection Agency, and Gerald Black of the U.S. Army Corps of Engineers.

Even at that, Huser told The Daily Astorian today, the list might not be complete. Conspicuously absent were representatives of the Oregon Department of Environmental Quality and the public.

Public participation is desirable at every step of the mediation process, Huser said, but "the public" lacks spokesmen or representatives.

HUSER SAID THE public interest group 1,000 Friends of Oregon has expressed interest in the proceedings, but was unable to send a representative to the scoping session.

But being present at the meetings isn't enough, Huser said. Lacking at the mediation sessions last week was a firm commitment to negotiate by parties who did attend, he said.

"We need to make sure we have the right people in the right roles," Huser said. Some federal agencies wanted to assume the role of technical adviser rather than that of negotiator, he said.

Another stumbling block to negotiations so far is the question of "economic justification."

In essence, that problem stems from the fact the Department of Land Conservation and Development, the staff arm of the Land Conservation and Development Commission, hasn't ruled on the economic justification of every conflict site.

WITHOUT THAT RULING, negotiators could reach an acceptable compromise on one site, only to find later that use of the site had been ruled unjustified by LCDC.

Huser declined to be quoted today on that subject, but said, "none of the negotiators wants to go through a meaningless exercise."

Huser and co-mediator Gustafson will meet with Department of Land Conservation and Development, Division of State Lands, and CREST representatives in Portland Tuesday to see if some ground rules can be agreed upon by the next mediation session.

The next session will be the first of a grueling schedule, tentatively set up Friday, to meet a hoped-for June 30 deadline to end the conflicts. Additional meetings will be May 4-5, May 14-15, and June 1-2; others will be set as needed.

Most unfortunate

Rep. Ted Bugas misstated the situation when he said to a Daily Astorian reporter, "One of us — either the port or I — isn't representing our constituents very well. I'd like to find out which."

He was speaking of his proposal to create a Lower Columbia River Port Authority which would merge the Portland, St. Helens and Astoria port districts into a single district governed by a commission to be appointed by the governor.

This is an idea that's been kicking around for many years. One of its earliest proponents was Dennis Lindsay, when he was president of the Port of Portland Commission.

When the late Glenn Jackson was chairman of the state Economic Development Commission he urged serious consideration of the proposal. Soon thereafter, members of the Port of Astoria Commission said they thought it merited that treatment. They were encouraged when the then president of the Port of Portland Commission, Joe Edgar, said he liked the idea because he thought it would be good for the economy of the state of Oregon.

A majority of Port of Portland commissioners and their staff have been lukewarm on a Lower Columbia River Port Authority. Members of the Port of Astoria Commission cooled on the idea when they saw evidence that the Port of Portland staff was trying to impede development of a deepwater port at Astoria.

However, representatives of the Portland and Astoria port commissions have been exploring ways by which they could mutually benefit each other. And, we learned recently, similar meetings are going on involving representatives of the Portland and St. Helens port commissions.

Those discussions haven't rejected a Lower Columbia River Port Authority but they are moving slowly, clearly suggesting that an undertaking of such magnitude requires ample time for consideration.

Rep. Bugas wants action. That's his nature. Unfortunately, in this instance, he is questioning the motives of Portland and Astoria port commissioners. He won't accept the obvious fact that they are being no more than cautious.

His "me or them" edict isn't justified. Both he and Port of Astoria commissioners want what's best for the Port of Astoria District and its citizens.

The Lower Columbia River Port Authority proposal comes to the Legislature from Rep. Bugas at a critical time in Port of Astoria history. The future of the port hangs in the balance as forces outside the port district are laboring mightily to create a major deepwater port here.

The Port of Astoria Commission has employed a new director and staff to deal with events and circumstances of far-reaching consequence. For the port district's state representative to choose this time to challenge the port commission to a fight is most unfortunate. And that's an understatement.

Tongue Point coal study grant okayed

4/15/81

By CHRIS GENNA
Of The Daily Astorian

Oregon state government has won federal approval of a $75,000 grant to complete studies which should show, once and for all, whether a coal transshipment facility can be built at Tongue Point.

An aide to Sen. Bob Packwood, R-Ore., told The Daily Astorian today the grant, from the Office of Coastal Zone Management's coastal energy impact funds, had been approved by the National Oceanic and Atmospheric Administration.

Jon Christenson of the state Department of Energy, who manages Oregon's Coastal Energy Impact Program in Salem, said he received verbal notice this morning the $75,000 grant had been approved. He called Packwood's announcement "wonderful news."

"I'm estatic," Christenson said. "When written confirmation comes from Washington, D.C.," he said, the Department of Energy will pass the grant along to the Oregon Division of State Lands (DSL). The DSL will use the grant to pay for a $60,000 environmental impact analysis and preliminary design work on a coal-handling terminal at Tongue Point.

The remaining $15,000 of the grant will pay for half of a $30,000 study which will determine the highest and best use of the former federal property just east of Astoria.

Stan Hamilton of the DSL said the State Land Board — Gov. Vic Atiyeh, Secretary of State Norma Paulus and Treasurer Clay Myers — already has agreed to provide the remaining $15,000 for the second study.

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Grant

4/15/81

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Hamilton told The Daily Astorian his department, the staff arm of the State Land Board, hasn't received formal notification of the grant. But it already has selected the consultants who will do the studies, and they are ready to go. "If the grant's approved," Hamilton said, "the work could begin Monday."

Both studies should be completed within 60 days from the start of work, Hamilton said.

The preliminary design work and environmental impact analysis is to be completed by Swan Wooster Engineering, a Vancovuer, B.C.-based consulting firm with offices in Portland. The highest and best use determination will be undertaken by Williams-Kuebelbeck and Associates, Inc., of Redwood City, Calif., Hamilton said.

Our reputation damaged

4/15/81

Those members of the state Senate who voted to continue a $2 per day surcharge paid by out-of-state users of state parks campgrounds don't know much about the impact of the surcharge since it was applied by the 1977 Legislature.

If they had talked with state parks attendants or with merchants in a community adjacent to a state park they'd know the surcharge has damaged Oregon's image as a state that welcomes visitors.

Senate Majority Leader Del Isham, who lives in Lincoln County, strongly opposes continuation of the surcharge. He lives in an area heavily dependent on tourism. He knows the effect of the surcharge. He told it like it is when he said that the surcharge had been interpreted as an act of inhospitality, discrimination and bad manners.

He told his colleagues that although the surcharge has been in effect for four years complaints about it continue to be heard. He noted that legislators and the governor had received many letters of protest from Oregonians.

Some states have retaliated by assessing additional charges for Oregonians who camp in their parks. Opponents of the surcharge predicted that would happen when the Oregon Legislature was considering it in 1977.

We, who live next door to Fort Stevens State Park, know well the impact of the surcharge. Park attendants have been abused verbally by irate non-residents. Warrenton merchants have been exposed to their wrath.

A good argument can be made to justify Oregon's need for every nickel it can lay its hands on. We urge that the consequences of each special assessment be carefully weighed. Oregon doesn't collect much from the surcharge asked of non-resident users of state parks. It loses much through the damage done to its reputation. We can't place a dollar value on that but we know the damage will not be easily repaired.

LOCAL NEWS IN BRIEF 4/15/81

Cascade official to address forum

A top official of Cascade Airways will address the Astoria Area Chamber of Commerce noon forum Thursday.

Jerry Jenkins, director of sales for the Spokane, Wash.-based commuter line, which began serving Astoria last July, will report on passenger use of that service and what the airline is doing to promote it.

Cascade serves Astoria with two round-trip flights to Portland each business day and one each weekend day under a U.S. Civil Aeronautics Board subsidy.

That subsidy is one of hundreds nationwide set up to provide essential air service to communities which lost their commercial air service as a result of the Airline Deregulation Act of 1978.

Chamber Manager Jim Durham said Jenkins will give a brief rundown on the entire Cascade system and plans to expand the network.

He also will be prepared to talk about how Astoria's subsidized service has done, and what the outlook is for the second year of that service.

Cascade recently moved into its own modular terminal facility at Clatsop County Airport, vacating a mobile home office it shared with Lektro, Inc., a manufacturing firm at the airport.

Cascade's North Coast flights have carried as many as five passengers per flight — in August 1980 — to as few as 2.07 per flight last month.

The carrier's late start in mid-July last year left it unable to capitalize on the first half of what Cascade officials consider the peak summer travel season.

The "off season" also has brought weather-related traffic declines, a Cascade spokeswoman told The Daily Astorian. Cascade completed 49 trips into Astoria last August, 47 in September, and 48 in October.

But in November, December and February, bad weather made it possible to complete only 38, 34 and 34 flights respectively.

For the eight full months and one part-month for which Cascade figures are available, from the time service began until the end of March, Cascade planes carried 1,185 passengers into or away from Clatsop County Airport, aboard 359 flights, for an average of 3.3 passengers per flight.

Dredging subject of port attention

4/16/81

By CHRIS GENNA
Of The Daily Astorian

Dredging was the main topic at a Port of Astoria Commission meeting this week in which commissioners also approved a draft agreement with state government to market the state's Tongue Point development site.

Commissioners took no action on a "memo of understanding," a draft of a cooperative agreement between the Port of Portland and the Port of Astoria. Henry Desler, commission chairman, said it is up to Port of Portland commissioners to take the next step toward approval of the document.

Commissioners approved a final payment of $34,809 to Sandau Dredging of Salem for that firm's pipeline dredging of the port slips which ended last month.

Along with a $10,000 payment made March 20 and a $47,500 payment commissioners approved in a telephone conference meeting March 23, the total paid to Sandau was $92,309.

Harry Utti, head of the port's engineering services department, said the company removed 29,681 cubic yards of sediment from the slips, for an average cost per yard of just more than $3.11.

Commissioners heard a report from port Executive Director Floyd Shelton about progress in making the port's dredge Luckiamute ready for operation.

Of the $170,000 the port received for dredge work from the Pacific Northwest Regional Commission last month, the port so far has plans to spend about $53,500.

Shelton said Tuesday bids are due next week to modify the vessel's ladder, the gear which determines to what depth the Luckiamute can dredge. He said the port staff estimates the work will cost $17,000.

In addition, Shelton told commissioners, quotes have been received for plastic pipe used to carry the dredge spoils to the disposal site. Cost of the required amount of pipe will be $36,478 with fittings, Shelton said.

All the expenditures related to the Luckiamute were authorized by a resolution commissioners adopted March 31, which declares that getting the Luckiamute operational is an emergency matter.

Commissioners approved a plan to sponsor a contest among Clatsop County sixth-, seventh- and eighth-graders to rename the dredge.

Port Executive Assistant Chris Rose said students would be asked to suggest a name for the former U.S. Army Corps of Engineers dredge, and to submit entries with essays explaining their choices.

She said the contest will begin May 1, and all entries must be submitted by May 22. The winner will be announced the first week of June and will participate in the dredge's christening.

The winner will receive a $50 U.S. Savings Bond and his or her name will be engraved on a plaque which will be permanently mounted on the dredge.

The agreement commissioners sent to the State Land Board, which owns Tongue Point, is awaiting the state officials' approval. The pact is on the State Land Board's agenda for its April 20 meeting in Salem.

In general, the agreement designates the Port of Astoria as "the marketing agent" for the site, though the port will have no authority to sign a lease or sale deal without approval of the board.

The pact would entitle the port to a share of the site's revenues, but could be terminated by either party on 15 days notice.

In other business, commissioners:

— Approved a plan to hire 12 students for summer employment at the port, six in each of two six-week periods.

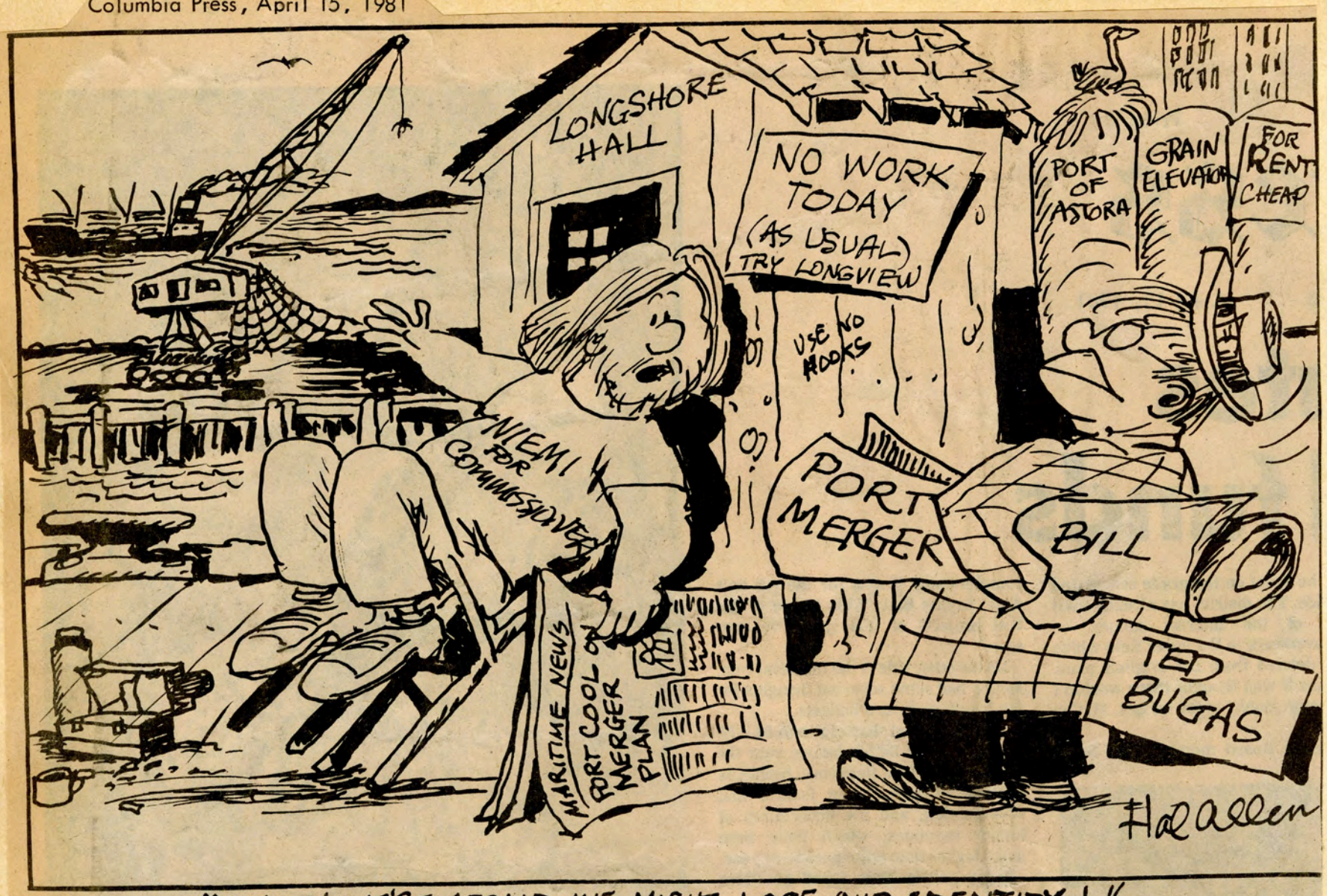
Shelton said the annual program provides jobs for high-school students, and provides the port extra manpower for general maintenance projects. Each student would receive $3.35 per hour.

— Approved an election abstract which confirms that Roy Niemi will replace Charles Thompson and Nick Zafiratos will replace Dave Corkill on the commission in July.

— Learned that the Federal Maritime Commission has approved a lease between the port and McCall Oil & Chemical Corp., which Shelton said put the fuel bunkering operation "in business" on Pier 2.

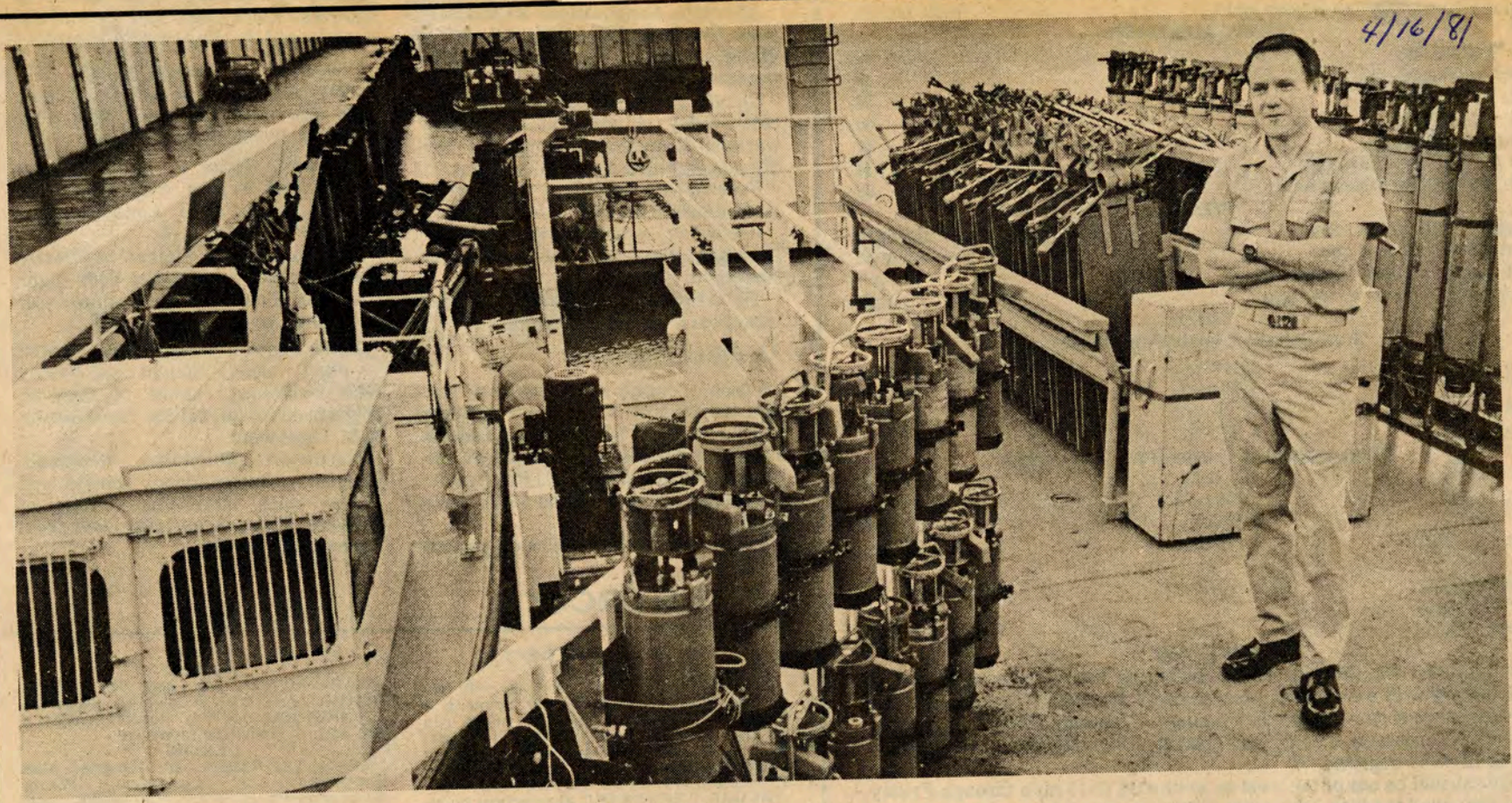
McCall had been in operation subject to FMC approval since late last year, but the federal agency must approve all such leases.

Columbia Press, April 15, 1981



"NAW! WE'RE AFRAID WE MIGHT LOSE OUR IDENTITY!"

4/16/81





Vessel begins research

The National Oceanic and Atmospheric Administration's research vessel McArthur arrived in Astoria Wednesday to begin a summer-long research project in the Columbia River estuary.

The 175-foot ship will moor at the east side of Port of Astoria Pier 3 between almost daily cruises to conduct its studies.

The ship is working under contract to the Columbia River Data Development Program, a massive, federally funded study of the physical and biological processes at work in the West Coast's largest estuary.

Its job is to measure current direction and velocity and salinity at various locations and depths in the river.

Cmdr. Otto Steffin, above, stands on the McArthur's afterdeck, surrounded by the current meters and acoustic release devices with which McArthur's 38 crewmen—mostly engineers and scientists—will conduct their research.

The ship, left, has all the equipment needed to tend some 46 different data stations which have been marked out in the lower Columbia River.

The Daily Astorian—BILL WAGNER



4/17/81

HAVE YOU HEARD?

Pilots' dispatcher Clark a New York Times feature

By PHILIPPA MARDESICH
For The Daily Astorian

MAIL CALL FOR TOM CLARK — Many old-time Astorians know Tom Clark. For 26 years Clark has been office manager and dispatcher for the Columbia River Bar Pilots Association. But it turns out a lot of people in other parts of the world know Tom Clark, too, much to his surprise. It all came to light this way:

Wallace Turner, a reporter from The New York Times' San Francisco office, was in Astoria snooping for a likely feature article. Turner wandered down to the docks for a chat with the bar pilots. The outcome was a recent lengthy article with pictures.

Neither Clark nor the captains of the bar were aware of the "spread" in the New York paper until the mail started bringing in bulging envelopes containing the article. The clippings were accompanied by letters from Clark's World War II shipmates and old seafaring buddies from whom he hasn't heard for many a moon.

Turner devoted his concise and informative article to the dispatcher and his job of rotating the pilots and making certain that each one is there when "his ship" comes in.

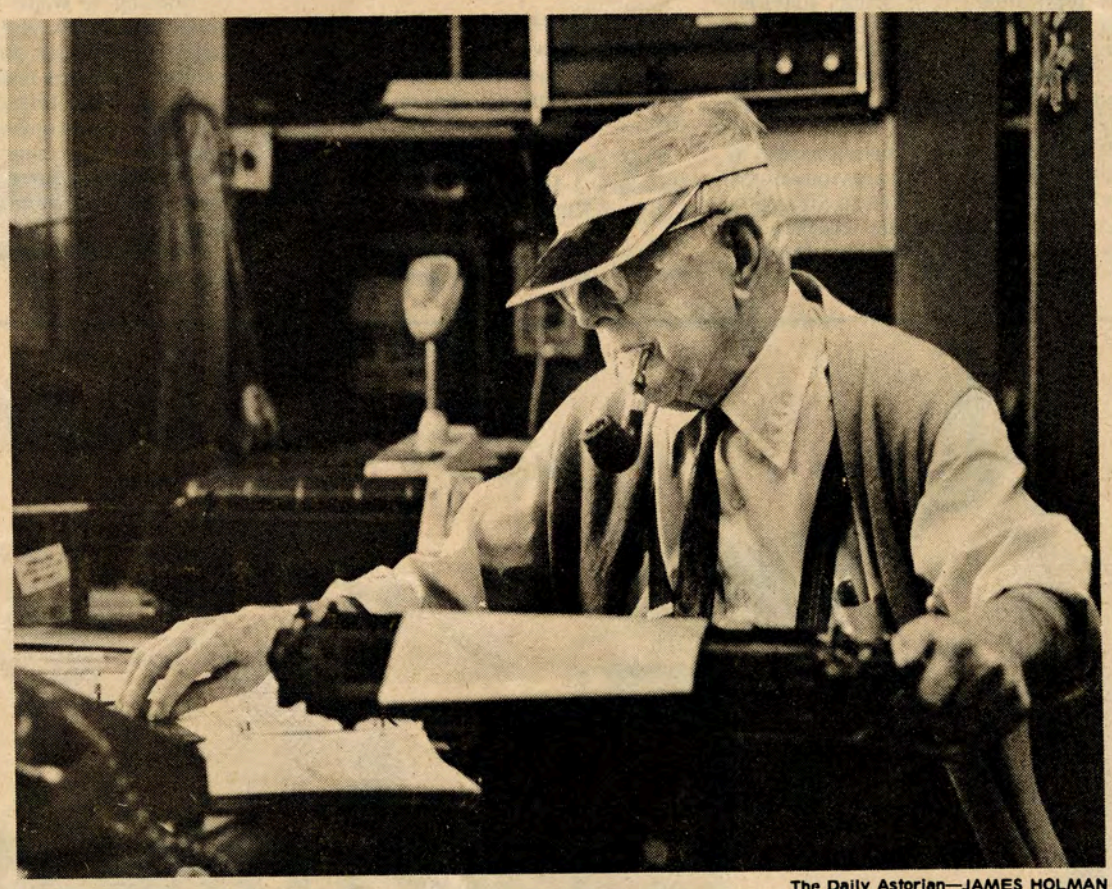
The writer explains "the wheel" in Clark's office showing just which pilot is on duty next and how Clark contacts each incoming or outgoing ship by radio to pinpoint the time of its arrival in the Columbia River estuary, where it will discharge or take on its river pilot or bar pilot.

Astorians know about these operations. They can watch from dockside any time and see the sturdy pilot boat churn out in its breasting spray, watch how the bar or river pilot jumps to the ship's ladder and scrambles up the ship's sides, or down the ladder and jump, just at the right moment of wave surge, to the deck of the little pilot boat.

But to most readers of the internationally known Times, this is something different. And, because it smacks of the sea, its romance and its legends, such an article is boudn to prick the interest and imagination of those who like to read about the sea and ships.

Since last week, Clark has received 15 letters, with clippings enclosed, from old shipmates or from those who knew him when he was a "seafarin' gentlemen." They are postmarked from a number of stateside cities, from a judge in Roanoke, Va., to an old shipmate who is now a priest in Rochester, N.Y. "He was a darned good card player aboard," Clark remembers.

Writer Turner took time to interview two of the bar pilots, Capt. J.A. Stroup, who is chairman of the bar pilots board, and Capt. Fred Jerrell, vice president of the Columbia River Bar Pilots Association. From these two pilots the roving reporter learned the inside story of those who pilot ships across the "most dangerous bar in the world," as seafaring men term it.



The Daily Astorian—JAMES HOLMAN

Columbia River bar pilots dispatcher Tom Clark consults his shipping schedules to prepare the day's work list.

Turner, of course, is familiar with San Francisco Bay, where fog is a menace to shipping. And most people know about New York's major port, where ships from the sea lanes of the world skirt Long Island, past its resorts, into the confines of the Hudson River and Upper Bay, past Brooklyn and Hoboken.

But, now that The New York Times spotlights another port several thousand miles away and the captains responsible for that important, strategic business, you can see that a large reading public will be aware of Astoria.

One of the pictures accompanying Turner's story, right at the top of the page, shows the old dispatcher seated at his desk, wearing his eyeshade to ward off the river's glare, typewriter at hand.

At 79 years of age ("pushin' 80"), Clark is a landlubber now. But he still loves the sea and the ships that sail it, and he's as close to it in his job of more than a quarter of a century as he can be.

Clark has consented to post one of the clippings in the Astoria Public Library so Astorians can read it and see what the Eastern journal has to say about Astoria's port, its river and bar, the captains of one of its most important industries — and of course about that old salt, Tom Clark.

In CEDC speech

Duncan Law defends aquaculture

4/17/81

By CHRIS GENNA
Of The Daily Astorian

What began as a general discussion of fisheries matters Thursday turned into an impassioned plea by Duncan Law for fishermen to understand the role of aquaculture.

Law, professor of food science at Oregon State University's Seafoods Laboratory in Astoria, told members of the Clatsop Economic Development Committee it will be impossible to restore the health of the Northwest's salmon resource without artificial propagation.

Law stressed that his statements on the subject are his personal views — and his view is that mankind has so thoroughly devastated the salmon's natural spawning habitat with dams and past logging practices that hatcheries, either public- or private-owned, are essential.

Law said while fisheries agencies and fishermen pay verbal homage to the so-called "wild salmon" or naturally spawned fish, "We've so messed up the genetic system, I doubt that any truly wild fish exist." He said as much as 80 percent of the coho salmon harvested last year were hatchery-raised.

Law said the CECC's own Youngs Bay Salmon Enhancement Project is nothing more or less than aquaculture, and that project has released about 30 million salmon into Youngs Bay since it began. Law said fishermen support that project.

Private rearing and releasing operations could be just as beneficial to commercial fishermen, under certain circumstances, he said.

If fishermen could get together and "stop fighting among yourselves, with the government and with the (treaty Indian) tribes," they could begin to work with private aquaculture interests for a unified policy, he said.

"There's no reason why private aquaculture shouldn't work," Law said, adding that fishermen working with aquaculture, rather than fighting it, might win agreement that private firms would raise only species which the fishermen, too, could harvest.

Jack Marincovich, executive secretary of the Columbia River Fishermen's Protective Union, took issue with Law's views.

The gillnetter said even though he wanted to avoid argument, he wanted to express fishermen's sentiments.



Duncan Law

Marincovich said the main objection among fishermen to private aquaculture isn't the use of the public feeding ground, the ocean, but market competition once the fish are harvested.

He also raised the ugly specter of genetic manipulation, the theory that private hatcheries, out of sight of regulators, could alter a salmon stock so it would return too small to be caught commercially, or at times of the year when fishing is prohibited.

Law acknowledged genetic alteration is scientifically possible and perhaps, from a corporation's point of view, desirable.

"You'd have to require private organizations not to do secret genetic restructuring," Law conceded.

Bill Goodrich, a salmon troller, said that is precisely the kind of thing corporate fish raisers would try, and fishermen would be powerless to stop it. He said commercial fishermen had been beaten nearly to submission by their inability to make themselves heard in any fisheries regulation matters.

"You've hit the nail on the head," Law said. "But it's because you're so fragmented, you can't get the word out. You have to use logic, not emotion. You have to make your point with the agencies 1, 2, 3 — not by calling them a lot of names."

Law concluded his talk by saying, "I have to apologize because I get emotional on things like this. But if we sit down and work together, even if we disagree, we can reach solutions that will help everyone," Law said, concluding his talk.

4/17/81

Airline to 'go public' this month

Cascade Airways plans to sell stock

By CHRIS GENNA
Of The Daily Astorian

Cascade Airways, the commuter airline which serves Astoria, will "go public" within two weeks, offering one million shares of stock for sale at $7 each.



Jerry Jenkins

That announcement was made at an Astoria Area Chamber of Commerce noon forum Thursday by Jerry Jenkins, director of sales for the Spokane, Wash.-based Airline he said is the nation's third-largest commuter carrier, in terms of passenger-miles flown.

Jenkins said the company made the decision to become a public corporation, after 12 years as a privately-held company, because it would like to invest in new, larger airplanes.

THE DAY IS coming, Jenkins said, when the growing airline's 11 15-seat Beech 99s and three Embraer Bandeirantes (a Brazilian twin-propjet with 19 passenger seats won't be enough.)

"We expect to fly 350,000 passengers next year," Jenkins said, "and in 15-seat airplanes, that's quite a few."

Cascade Airways extended its route network into southern Idaho and Salt Lake City last year, and is contemplating a thrust into Montana this fall, he added.

The airline has ordered seven Swearingen Metro IIIs, a plane larger — it seats about 40 passengers — than anything the company operates now. Two of those will be delivered by September, and five more could be in operation by the beginning of 1982, Jenkins said.

Cascade Airways plans to purchase four Hawker-Siddelev 748s, a fully pressurized 50-passenger airliner Jenkins said two of those could be in service by December and the others would be added in March and May, 1982.

JENKINS SAID CASCADE Airways' service to Astoria presents a less-than-rosy economic picture.

"We need passengers," he said bluntly. "Our ridership is running about three passengers per round trip — 1½ in, 1½ out. When we first looked at the Astoria route, we figured we needed five to break even — even with a subsidy."

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Cascade-

4/17/81

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Cascade service to Astoria is subsidized at a specific level by the U.S Civil Aeronautics Board, which provides "essential air service" to communities which lost their service as a result of the Airline Deregulation Act of 1978.

Jenkins said a recent agreement with the Thunderbird Motor Inns would allow the airline, starting May 1, to offer a 50 percent savings on the Portland-to-Astoria round-trip fare for passengers who are going to Portland for the day or who are using major carriers' "super saver" discounts.

Those passengers didn't qualify for the savings Cascade can offer through interline fare agreements, because those apply only to full-fare tickets on major airlines.

"Super saver travelers or local Portland passengers will be able to take the round trip for $21, the price of a one-way fare," he said.

Jenkins said the Astoria area is featured in the current issue of "Cascade World," the magazine provided to passengers on all the company's flights. He said that is just one of several Cascade efforts to promote the Portland-Astoria route.

Responding to questions, Jenkins conceded the airline is "tied to" a mid-morning flight to Astoria even though he realizes an earlier morning flight would be more useful to businessmen wishing to go to Portland.

HE HELD OUT the possibility the airline could eventually "over-night" an aircraft in Astoria for an earlier morning flight.

But he said the move to an earlier flight would make it harder to bring interline passengers to the North Coast from major carriers' landings in Portland.

"For those passengers, we'd have to add another round trip or make them wait for the evening flight.

"My boss would kind of like me to show the two flights we have are making money before we add others," he concluded.

Airline travel's safe, Cascade official says

A Cascade Airways official who addressed the Astoria Area Chamber of Commerce Thursday felt compelled to talk about a recent Cascade crash that left seven dead.

Jerry Jenkins, director of sales for the Spokane, Wash.-based commuter airline which serves Astoria, said his company has built a record of pilot experience, mechanical reliability, and passenger safety it's proud of, despite the crash near Spokane.

Jenkins said the Jan. 20 crash, which killed five of seven passengers aboard and both pilots, caused the commuter line's only passenger fatalities. "That means seven deaths out of two million passengers flown," he said.

Two other Cascade air crewmen were killed in a crash in 1969, just weeks after the company began operating, at Pasco, Wash. No passengers were aboard.

But in six other Cascade mishaps between that first crash and the latest one, the most serious injury to a passenger was a sprained ankle in an April 6, 1975, belly landing at Spokane.

Jenkins said Cascade is "coming out very well" in the federal investigation of the January crash.

In a series of hearings just concluded in Spokane, Jenkins said, it appeared the inquiry was being directed more into air traffic control procedures than possible Cascade crew errors.

Jenkins said the plane was on a particularly difficult type of approach, similar to just 20 other airports in the nation. That particular type of approach, he said, has been discontinued nationwide pending the outcome of the investigation. He didn't elaborate.

"I'd like to tell you it wasn't pilot error, but that hasn't been ruled out yet," he said. But he added, "flying is still the safest way to travel."

Jenkins said that in 1977 motor vehicle fatalities were 1,750 times more likely, in deaths per million passenger miles, than airline passenger fatalities.

Jenkins said he picked 1977 because it was the worst year in aviation history, not the best. In March of that year, two jumbo jets collided at Tenerife, Canary Islands, killing 582.

Bugas to explain port merger bill

4/20/81

By CHRIS GENNA
Of The Daily Astorian

The Clatsop Economic Development Committee will sponsor a town hall meeting in Astoria this week on Rep. Ted Bugas' House Bill 2527, which would merge the Ports of Portland and Astoria.

CEDC member Dale Collins said the meeting, which will bring Astoria's Republican representative and Port of Astoria commissioners together before interested residents, will "clear the air" about the bill and port commissioners' opposition to it.

COLLINS PROPOSED THE town hall meeting at last Thursday's CEDC meeting, saying the public had been left on the outside of what appears to be a Bugas-port commission feud over the bill.

Collins said the town hall meeting will allow the public to learn more about the bill, Bugas' reasons for proposing it, and why Port of Astoria commissioners have turned a cold shoulder to the legislation.

The town hall meeting will begin at 7:30 p.m. Friday in the Port of Astoria Commission meeting room, Pier 1.

Bugas introduced HB 2527 shortly after the Legislature convened Jan. 12, but he'd talked about the concept as early as Dec. 18.

According to the measure's summary, HB 2527, which would take effect July 1, 1982, merges the Port of Astoria with the Port of Portland. It transfers all duties, functions and powers of the Port of Astoria to the Port of Portland, and makes the larger port liable for the debts of the Astoria port.

AS SOON AS the bill took effect, the Port of Astoria Commission would be dissolved — the governor would be required to appoint two members of the defunct commission to the Port of Portland Commission, which would be

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Bills

4/20/81

Continued from Page 1

temporarily expanded to 11 members. Those two Astoria commissioners would have two-year terms.

That the Port of Astoria would cease to exist is obvious: The bill says, "The Portland metropolitan area and Clatsop County hereby is created as a separate district, to be known as the Port of Portland."

And after the two Astoria commissioners' two-year terms expired, the bill is unclear about further Astoria representation on the merged ports commission.

Bugas' bill contains a provision that says debts incurred before June 30, 1963, won't be a lien on property not originally in the Port of Portland district; debts incurred before June 30, 1973, won't be a lien on property in Washington and Clackamas counties; and debts incurred before July 1, 1982, (the effective date of the bill) won't be a lien on property in Clatsop County.

Another provision, one which Bugas identified as a key feature of his legislation, would allow the new port district "to acquire, by condemnation or otherwise, property of railroads operating within boundaries of the port."

EVEN BEFORE THE bill was drafted, Bugas stressed that the measure would contain that provision. A Dec. 18 article in The Daily Astorian reported Bugas' intent to include the rail condemnation power even when little else was known about the proposal.

"That proposal may cause the bill its biggest headaches. The bill clearly specifies the merged port may acquire "rights of way, roadbeds and railroad track" of any railroad operating "within the boundaries of the port." That means the port district would operate two railroad terminals which still would be served by the mainline carrier — in Astoria's case, the Burlington Northern.

And since the bill clearly merges only the Port of Astoria with the Port of Portland, the merged port authority would have to depend on the Burlington Northern to connect those two terminal areas.

Columbia County lies squarely between the Port of Astoria district and Washington County, the western extremity of the Port of Portland.

In Columbia County there's a third port, the Port of St. Helens, not mentioned in the bill.

State Sen. Charles Hanlon, D-Mountaindale, also has proposed a port measure. Hanlon announced his proposal at an Astoria Area Chamber of Commerce awards banquet Jan. 17, but it was March 24 before Senate Bill 815 saw the light of day.

EVEN BEFORE HANLON'S bill, which allows port districts to form deep-water port authorities, was introduced, it caused friction between Astoria's House and Senate representatives.

Bugas, for example, saw Hanlon's SB 815 as a countermeasure to his own bill, and Hanlon said Bugas' HB 2527 was too much, too soon.

But by Jan. 29, still two months before Hanlon's bill was introduced, the two legislators had agreed to co-sponsor each other's bill.

Hanlon's bill came out considerably watered down from the state-run deep-water ports commission he had discussed at the chamber dinner. But he told The Daily Astorian Friday he's making major amendments to SB 815, which will reintroduce the idea of such a commission.

Port of Astoria to market Tongue Point development

4/21/81

By The Associated Press and The Daily Astorian

SALEM — The State Land Board made the Port of Astoria a marketing agent Monday for Tongue Point, which is being promoted for development as a coal-shipping site.

Last year the Legislature's Emergency Board approved state purchase of the property from the federal government. The state used $2 million from the Common School Fund to buy about 148 acres at Tongue Point and is negotiating to acquire more.

The board approved a marketing agreement as an official statement of state interest in allowing the Port of Astoria to participate in development of the site.

Gov. Vic Atiyeh's administrative aide, Lee Johnson, said the agreement is not a binding contract but is a "memorandum of understanding" that promises the port a commission if it leases the site. The agreement did not make the port exclusive marketing agent for the land.

Port manager Floyd Shelton said his office receives requests at least weekly from interests that want to inspect Tongue Point for possible lease.

The land board includes the governor, Secretary of State Norma Paulus and State Treasurer Clay Myers.

Shelton told the Daily Astorian Monday he considers the understanding a major step in the development of the Tongue Point site.

He said he isn't worried about a 15-day cancellation clause in the agreement. "There's no question the state's dealing in good faith. This agreement expresses the intent of the governor, and two of the other highest officials, saying the Port of Astoria will help to market Tongue Point."

Room tax to boost Astoria

4/22/81

Astoria may soon become a radio and television star.

City budget committee members voted unanimously Tuesday to increase the city government motel room tax rate and to give the Astoria Area Chamber of Commerce one-third of the total.

That money would be used to promote Astoria through advertising, along the lines of similar campaigns by the cities of Seaside, Newport and Lincoln City.

The recommendation is subject to city council approval, but because the five councilmen sit on the budget committee that approval is expected. The council will consider an ordinance May 4 that would put the room rate tax increase into effect July 1.

The ordinance would allow the chamber to use the money for: "newspaper and magazine advertising; printing and mailing of flyers, leaflets and posters; providing prizes and giveaways to tourist promotion activities in the local area; billboards; welcome signs; contracting for booth display areas in shopping centers, convention centers, hotels, etc. for vacation idea programs; paying the expenses of promoting tours of the Astoria area by news media, travel agents and other organizations who could recommend and generate excitement about Astoria as a tourist area."

It prohibits use of the funds for the chamber's general operating expenses.

The chamber would receive $30,000-$35,000 from the motel tax revenue in 1981-82, city officials estimate.

4/23/81

For sale: Pink hotel, fixer-upper, $625,000

By JAMES HOLMAN
Of The Daily Astorian

Anybody want to buy a good, used hotel?

The historic John Jacob Astor Hotel is on the block again — for $625,000.

An ad offering the eight-story downtown Astoria landmark appeared in The Wall Street Journal last Friday. The ad noted the 70,000-square-foot building has "plenty of parking," "increment property tax relief plus federal historical designation," and "strong local and state support."

It said the hotel would be "ideal for rental apartments, or condo project, or commercial and motor-hotel," although the ad admitted the building "needs substantial rehabilitation." The hotel would be an "excellent tax shelter for syndication," it added.

"What I'm doing here is going down two roads at the same time," owner Bert Mitchell said in a telephone interview today.

BECAUSE HE IS having difficulty getting a loan to redevelop the hotel, Mitchell said he decided to look for another financial backer.

"I was told by one bank that if I could get a stronger borrower and loan applicant there was a possibility they would" approve a loan for hotel renovation, Mitchell, a Boise, Idaho, businessman, said.

But plans are proceeding for development of the hotel, Mitchell said. The state Housing Division has given him preliminary approval for a long-term loan with federal rent subsidy under the Housing Assistance Payment Program of the Department of Housing and Urban Development.

INDUSTRIAL/COMMERCIAL

OREGON OREGON

ASTORIA, OREGON

Eight story concrete building, 70,000 s/f, downtown. Plenty of parking. Increment property tax relief plus Federal historical designation. Possible Sec 8 or 515 financing. All utilities. Strong local and state support. Ideal for rental apartments, or condo project, or commercial and motel/hotel. Needs substantial rehabilitation. Excellent tax shelter for syndication. $625,000. **Call owner Bert Mitchell (208) 345-4249 or 376-2157.**

HUD, however, isn't allocating any money to northwest Oregon for such projects in fiscal 1981, said Lynne Kelley, housing development specialist for the state agency. Mitchell could proceed with his proposal, which envisions a 77-unit apartment complex for low-income elderly, and seek funding in fiscal 1982, Ms. Kelley said.

Mitchell also is applying to the Farm Home Administration for a "515 loan" to develop the hotel into apartments, he said today.

"I'M NOT ALTOGETHER convinced that I'm going to be getting it," Mitchell said, noting he's had "one problem after another" trying to get financing.

"I feel confident that (renovating the hotel) is a viable project. I'm confident it can be done, I'm just not confident it will be done this year," he said.

Conditions in the deed from Clatsop County "don't hold much water according to my attorney," Mitchell said. The restriction requires that the purchaser "shall, within three years from the date of the issuance of the deed, cause the hotel and property to be remodeled and improved to conform to all applicable building codes or to be torn down and the site cleared for use." Mitchell paid $40,000 for the hotel Feb. 1, 1979.

Mitchell is confident he can have the restriction extended if need be, he said.

Besides the hotel, Mitchell owns most of the rest of the block, which he purchased in 1979 for $65,000. That would be included if the hotel were sold, he said. The $625,000 price tag is "negotiable."

ORIGINALLY MITCHELL HAD planned to turn the 57-year-old hotel into condominiums with a rooftop restaurant and retail shops on the ground floor. When money for that project couldn't be found, he switched to a plan to rehabilitate the building for hotel rooms, commercial space and a convention center.

The hotel was entered on the National Register of Historic Places in December 1979. The designation makes the owners eligible for special tax considerations and gives the hotel some legal protection from demolition or alteration.

If funding can't be found this year or if no one is interested in purchasing the hotel, Mitchell said he simply will "wait a year or two" and see if financing becomes available.

"That hotel is built like a fortress," he said. "It'll last a thousand years."

4/25/81

THE STATE DEPARTMENT OF TRANSPORTATION has announced that the visitor information center in Astoria will open June 1, a month later than the other five Oregon centers.

"Severe budget restrictions will curtail the operation of the centers this year," said Donna Graning of the agency's intergovernmental and public affairs division.

Normally, the centers open May 1 and close October 31, but this year three of the centers, including Astoria's will close Aug. 31.

The information centers distribute maps and brochures on the state's scenic and recreational attractions and staff members answer travelers' questions. They are open daylight hours seven days a week.

The Astoria center is operated under contract to the Astoria Area Chamber of Commerce. In spite of an early closure Sept. 30, the Astoria center served more than 30,000 travelers in 1980. That was a 14 percent increase over 1979.

Centers at Brookings and Klamath Falls also are scheduled to close Aug. 31. Centers at Portland, Ontario and Ashland will stay open until Oct. 31.

About 200,000 travelers were assisted by the six centers last year, up from 193,000 in 1979.

4/25/81

Two Montana men purchase Astoria radio station KVAS

By JAMES HOLMAN
Of The Daily Astorian

Astoria radio station KVAS has been sold, pending approval of the Federal Communications Commission.

An application has been filed with the FCC for approval of the sale, said owner Chuck Farmer. The FCC regulates the radio and television industries and must approve all changes of station ownership.

The new owners are Robert Loucks and Lawrence Heinrich of Whitefish, Mont. Loucks, 34, told The Daily Astorian in a telephone interview he expects the FCC decision to take 45 to 90 days.

Purchase price is $500,000, Loucks said.

Loucks, and Heinrich, 37, both work for radio station KJJR, a 24-hour AM station in Whitefish. Heinrich is sales manager and works on the air in the mornings; Loucks is a salesman, sports announcer and also works on the air.

The two have worked at the Whitefish station since 1979. Loucks said they will work at KJJR until May 15, when they plan to move their families to Astoria.

The new owners have visited Astoria several times. As part of an FCC regulation known as "ascertainment," they were required to talk with 60 civic leaders and 100 others in the Astoria area, Loucks said.

"We had to ask them what the community's problems are and what their thoughts on remedying those problems are," Loucks said. That information then becomes part of the FCC application.

KVAS' country-music format won't change, although the new owners may increase the number of hours the station is on the air, Loucks said. The station broadcasts 5:30 a.m. to 11 p.m. Monday-Thursday, 5:30 a.m. till midnight Fridays and Saturdays, and 7:30 a.m. to 8 p.m. Sundays.

The station will continue to use Mutual Broadcasting System national and international news reports, but the new owners are considering upgrading local news coverage, Loucks said. KVAS newscaster Dean Vrooman will be asked to stay on, he said.

Loucks and Heinrich will be co-owners of the station, but Loucks' mother, Katheryn Loucks, is "the major financial backer," he said. She also will move to Astoria.

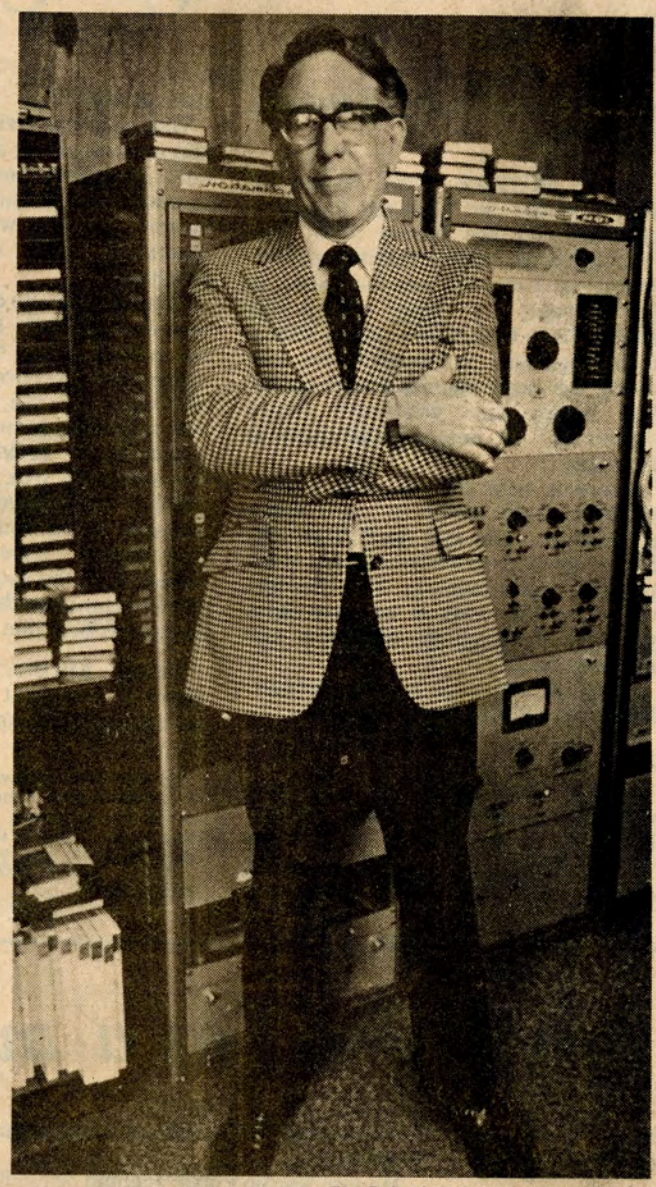
Farmer will continue to own and operate his two radio stations in Toledo — KTDO-AM and KCEL-FM — but plans to remain in Astoria, he said.

"I will probably continue to work with the new owners for a while," he said.

Farmer came to Astoria in 1959, when he purchased an interest in KVAS. In 1974 he bought out partner Tracy Moore.

Before moving to Astoria, Farmer was general manager of radio station KOXR, Oxnard, Calif., and before that was sales manager of radio station KVEN, Ventura, Calif.

He has been active in Astoria civic affairs and is the 1981 Astoria Area Chamber of Commerce president. He said he will continue his civic activities.



The Daily Astorian—JAMES HOLMAN

Chuck Farmer has been sole owner of KVAS since 1974.

Bugas session on tap tonight

4/25/81

State Rep. Ted Bugas, R-Astoria, will attend a town hall meeting tonight to answer questions about his port merger legislation, House Bill 2527.

Port of Astoria commissioners also will attend to explain their reservations about the bill in its present form, and to explain amendments they might seek.

Bugas' bill, which would merge the Ports of Portland and Astoria, has been the subject of local controversy almost from its inception.

Bugas also is scheduled to appear before the Greater Portland Chamber of Commerce Monday, with Port of Portland Commissioner Alan "Punch" Green, to talk about "Columbia River ports." The bill may also be discussed at that meeting.

The Astoria town hall meeting will begin at 7:30 p.m. at the Port of Astoria Commission meeting room, on the second floor of the port's Pier 1 offices.



The Daily Astorian—BEN SILVERMAN

Here to see the sights

4/27/81

The Pacific Northwest Explorer, a mini-cruise ship which is taking 88 sightseers on a tour of the Columbia River was in Astoria Saturday for the first of what port officials hope will be many visits.

The 143-foot vessel, manned by a crew of 20, will return May 2 and May 9. It is operated by Explorer Cruise Lines of Seattle.

The line loads passengers in Astoria for excursions upriver to Hood River, Biggs, the Tri-Cities of Washington state and Lewiston, Idaho.

So eager are Astorians for the business that the local longshoremen's union decided to forgo the usual charges it makes for linehandlers, who tie the ship up, photo above, and cast it off.

That was no mere gesture, Port of Astoria Deputy Director Roger Shannon pointed out. It resulted in a major saving which might encourage the line to make more-frequent stops here.

Shannon said typical charges for line handlers for a boat that size would be about $450, but on a Saturday like the Explorer's call, overtime would boost that to about $560 for both line handlings.



Tongue Point's function

Some Port of Astoria commissioners and others concerned with the port's financial condition have been concerned that development of cargo handling facilities by the state of Oregon at Tongue Point would hurt the port financially.

Emphasis has been on locating coal handling facilities at Tongue Point. Concern has been expressed that the Port of Astoria not only wouldn't benefit financially from such development but could be harmed if Port of Astoria cargo handling potential is put down by action at Tongue Point.

That concern has been somewhat diluted by the announcement that the state Land Board and the Port of Astoria have agreed that the port will participate in development of Tongue Point facilities. As a marketing agent the port will be paid if it arranges for use of the state's Tongue Point site.

Those persons who believe development at Tongue Point will be detrimental to the Port of Astoria are shortsighted.

If suppliers and buyers of coal decide that a coal handling yard should be at Tongue Point it will be predicated on the assumption that the Columbia River bar will be deepened and the channel to and at Tongue Point dredged to accommodate large carriers.

Furthermore, sellers and buyers of coal aren't going to settle on Tongue Point until Burlington Northern is committed to rebuilding its tracks from Portland to Astoria.

The Port of Astoria's future depends upon having deep water and being served by a rail line that can handle bulk cargo in unit trains.

Placing coal handling facilities at Tongue Point would nail down both of those factors. Those persons responsible for growth of the Port of Astoria couldn't ask for more than development at Tongue Point would do for them.

LOCAL NEWS IN BRIEF 4/28/81

Bugas doesn't expect big change in district

SALEM — "Reapportionment will have little effect on my district," predicts state Rep. Ted Bugas, R-Astoria.

Reapportionment is the once-a-decade process whereby the Legislature redraws the boundaries of legislative districts to reflect population shifts. Bugas' House district includes all of Clatsop County and parts of Columbia and Washington counties.

Bugas said preliminary census figures show Clatsop County had a 14 percent population increase in the last 10 years, compared with an average 25 percent increase statewide. That means his district must be enlarged, he said.

"My district will probably gain a little more of northern Washington County, but aside from that I foresee no major changes," the third-term representative said.

The major change in House districts will be the loss of three Multnomah County seats and the subsequent gain of one seat by Washington and Clackamas counties, Bugas said. He said Deschutes County will gain half a seat and Josephine and Jackson counties will gain half a seat split between them.

There are 60 House districts.

Bugas wants port merger considered

4/28/81

State Rep. Ted Bugas, R-Astoria, told the Portland Chamber of Commerce Monday that resistance in the Legislature and from the Ports of Portland and Astoria probably will prevent passage of a port-merger bill this legislative session.

But Bugas said his merger bill, HB 2527, may get through the Legislature in a modified form. As originally drafted, the bill would combine the Astoria and Portland ports.

Bugas told The Daily Astorian today he hasn't prepared specific amendments to HB 2527, but "it's appropriate that the Legislature speak on the issue this session."

Bugas said some press reports of the Portland chamber luncheon meeting were misleading. The District 2 representative said he didn't offer a specific timetable for merger, but had said only that one was possible.

"I said while the Legislature can't mandate to the Port of Astoria, there are certain things it can and may require of the Port of Portland," Bugas said. "For example, we could ask the Port of Portland staff to come back to the 1983 Legislature with a proposed procedure and timetable and format for merger."

The Associated Press reported Port of Portland Commission President Alan "Punch" Green, who also spoke to the Portland chamber Monday, said that if the ports ever are merged, that merger should come from agreement between officials of the two ports and not be state-mandated.

"My retort to that," Bugas said, "was that if we keep waiting for that, we'll have the same kind of merger we've had until now."

In a related development, state Sen. Charles Hanlon, D-Mountaindale, said his amended Senate Bill 815, a state

See Bugas, Page 2

107TH YEAR NO. 214 MONDAY, APRIL 27, 1981 20 CENTS

Commissioners, Bugas to cooperate on bill



The Daily Astorian—LEN STEVENS

State Rep. Ted Bugas waves HB 2527 at about 150 residents who attended a town hall meeting Friday. Citing a lack of feedback from local officials, Bugas said "the port of Portland has two full-time lobbyists in Salem and they're more concerned about this measure than the Port of Astoria."

On merger of Portland, Astoria ports

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria commissioners have agreed to cooperate with Rep. Ted Bugas on a bill that would merge the Ports of Portland and Astoria.

But the legislation will be "less severe" than Bugas' original House Bill 2527.

That was the upshot of a luncheon Saturday between Astoria's Republican state legislator and five Port of Astoria officials following a stormy town hall meeting and political rally Friday evening.

Floyd Shelton, port executive director, and Bugas reported the outcome of the luncheon to The Daily Astorian in a conference telephone call Saturday.

Shelton said commission Chairman Henry Desler, port Commissioner Howard Johnson and Commissioners-elect Nicholas Zafiratos and Roy Niemi attended the lunch at Astoria Golf and Country Club.

An "amicable understanding" has been reached between the Port of Astoria officials and the district's state representative, Shelton said.

AFTER THE LUNCHEON it was agreed all around that "we'll cooperate on getting some kind of legislation (regarding the port merger issue) through this session," Bugas said.

The measure that eventually is voted upon in Salem "probably will be much less severe and much less of a wrench" than HB 2527, Bugas said. Bugas introduced that bill shortly after the Legislature convened Jan. 12.

Bugas and port representatives discussed a "number of ideas," but Bugas said he wasn't prepared to discuss specific changes in the legislation.

"We kicked around the whole misunderstanding," Bugas said, "and we decided we need closer contact, more frequent communication."

SHELTON AGREED, SAYING the luncheon was a "positive step toward better communications."

"The main thing is that the port supports what Ted is trying to do here. He's trying to help the community and the people and that's what the port's trying to do," Shelton said.

The port director agreed it is "premature to discuss details" of what new form Bugas' legislation might take. "We're off and running," Shelton said, summarizing the meeting.

Johnson said he is elated about the outcome of the luncheon.

Bugas said the luncheon cleared up a misunderstanding about why Port of Astoria representatives hadn't testified at a legislative committee hearing on HB 2527. Port officials hadn't been informed of when those committee hearings would be, he said.



HOWARD JOHNSON
"If we can't get something done with Bugas and Atiyeh and our U.S. senators, we're done."

THAT WON'T HAPPEN again, Bugas said. "We'll be in touch more often by telephone and, when necessary, by letters."

HB 2527 would merge the Port of Astoria into the Port of Portland and give the resulting two-district Port of Portland the power to condemn railroad lines within the district.

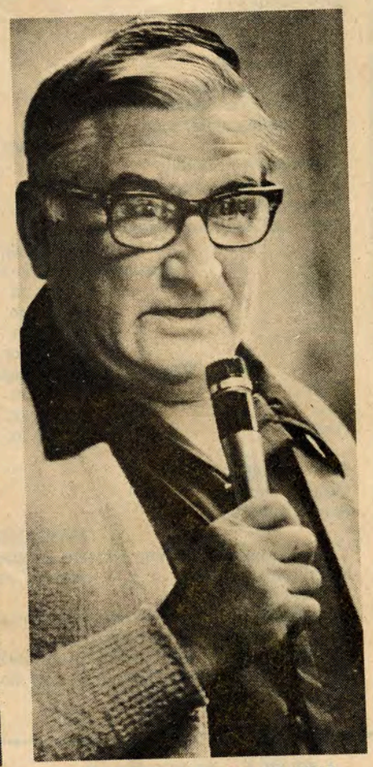
Among the unresolved questions about HB 2527 is its effect on local property taxes paid to the port district. Residents of the Astoria district pay 9 cents per $1,000 of assessed valuation; residents of the Port of Portland district pay 44 cents per $1,000 of assessed valuation.

Also uncertain is how the rail condemnation would work because the rail line in Columbia County, between the two districts, wouldn't be subject to condemnation.

Astoria-area residents would be represented on a new district's governing body by two Port of Astoria commissioners for two years — the period for which the bill would expand the Port of Portland Commission to 11 members.

That the bill might need changes was something Bugas recognized from the start. What puzzled him he said — and what led to the town hall meeting Friday — was that Port of Astoria commissioners wouldn't endorse the bill "in its present form" and refused to suggest changes.

STATE SEN. CHARLES Hanlon, D-Mountaindale, also has proposed port legislation he has said was spurred by Port of Astoria commissioners.



ANDREW ROSENBERGER
"It's a damn shame we have to send our kids to California to find work."

And Hanlon also has said he was perplexed by the Port of Astoria's lack of support or suggestions about that bill, Senate Bill 815.

Hanlon's measure would allow any port district to be designated a deep-water port authority, with commissioners appointed by the governor.

Hanlon told The Daily Astoria last week that Port of Astoria commissioners at last had suggested changes in SB 815, and those changes will be made. The revised bill could get its first committee hearings as early as Wednesday, he said.

"Port commissioners have told me what they'd like," Hanlon said, "and I assured them the changes will be part of the bill."

The bill would establish a state lower Columbia River ports commission, funded through the state's Department of Economic Development, he said.

Members of the commission would be representatives of the Port of Astoria, Port of St. Helens, the Port of Portland, and the public at large, appointed by the governor.

That commission would handle marketing of the state-owned development site at Tongue Point, encourage Columbia River bar and river-channel dredging, and lobby for highway and railroad improvements.

"Port commissioners agree there's no time to lose on this or we'll lose the whole ball of wax to the folks up north (in Puget Sound)," Hanlon said of the changes in the bill.

"When the system works this well, I get real happy about it."

5/1/81

Jim

"Pacific Northwest Explorer" ——

Cruiseship — 143' long

Approx — 88 PAX + 20 CREW

ETA 1400 ETD — 1700

MAY 2 AND MAY 9

CONTACT — PETER REYNOLDS OR DEBBIE

206-625-0414 — SEATTLE

"Explorer Holidays"

Phil Clark

1-800-426-0600

Rob

Economy, not Bugas bill, focus of town hall meeting

4/27/81

By CHRIS GENNA
Of The Daily Astorian

A town hall meeting in Astoria Friday was more of a political rally than anything else — democracy at work at the grass-roots level.

Friday's meeting was billed as a chance for state Rep. Ted Bugas, R-Astoria, and Port of Astoria commissioners to clear the air about their differences over Bugas' port-merger legislation. But few details of House Bill 2527, which would merge the Ports of Astoria and Portland, were discussed.

Instead, the 150 or so who attended the town hall meeting wanted to talk about the Astoria area's ailing economy. And few of those who spoke think the port is going far enough, fast enough to create jobs.

Dale Collins, the Clatsop Economic Development Committee member who suggested the CEDC sponsor the meeting, said it would go a long way toward increasing public understanding of the feud between Bugas and port commissioners.

It did all of that.

It also told port commission Chairman Henry Desler that hiring a new port executive director, a new deputy director and two new administrative assistants, wasn't enough to satisfy those in attendance.

Nor was it enough to get an agreement with the State Land Board that the Port of Astoria would help market state-owned property at Tongue Point.

Nor was it enough to get a governor's Lower Columbia River Development Task Force lobbying for a coal transshipment yard here at the highest levels of national government.

The people who spoke Friday want local officials "to do something, even if it's wrong."

That phrase was echoed over and over as one speaker after another rose to the microphone.

One speaker said he was unconcerned the Port of Astoria could lose its identity under Bugas' HB 2527. "What identity? What have we got to lose?"

Another said a dry dock, recently built for the Port of Portland when the taxpayers of that district indebted themselves to buy it, "should be right here — it's ridiculous to drag those ships all the way up to Portland."

One speaker pointed out while the Port of Astoria waits for high-level political pull to get deep water here — drafts up to 70 feet at the bar and 55 feet in the channel — Pacific Rim nations are doing a booming business with ports which have far less water.

North Coast residents have waited while "six or seven" studies were done, and now Desler wants another, a speaker said. "I can't recall any of these studies were ever put into action."

One person noted the difference between the tax rate Port of Astoria district residents pay and the tax rate Port of Portland district residents pay.

"If the port did ask $1 per thousand (of assessed valuation), I'm sure no one in the room would object," someone responded.

"A tax rate of $1 per thousand would be cheaper than paying for all the unemployment we have," said another.

One speaker pressed Bugas and Desler, despite the objections of some who evidently didn't want to listen, to explain their differences.

Bugas told the crowd packed into the port commission meeting room that he had introduced the port merger bill because port officials had indicated they supported the concept.

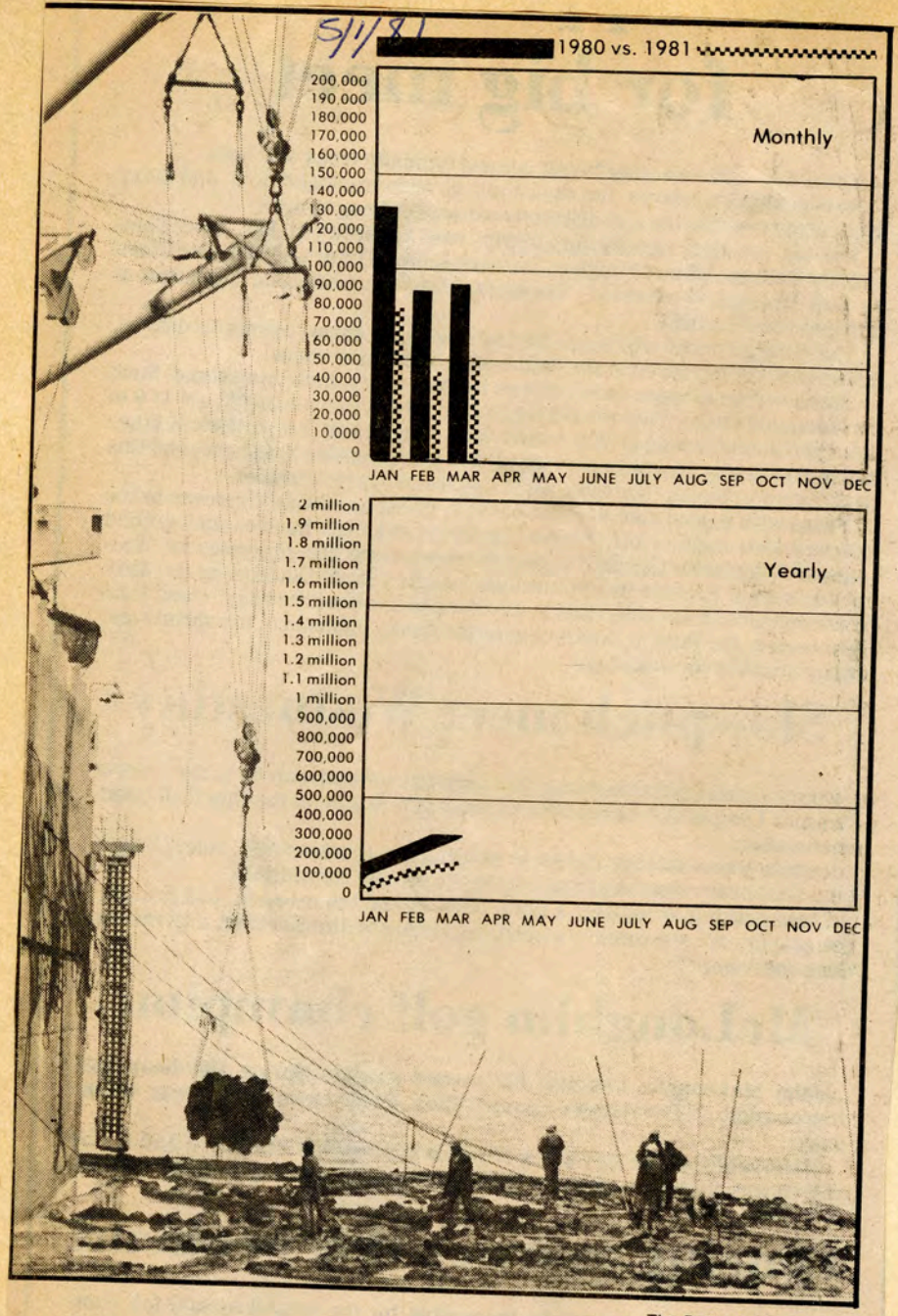
"They supported the concept; not the wording, I grant you," Bugas said. "We could have a gentler bill . . . but what disappoints me is the port has said they're not interested in any legislative pronouncement.

"Well," he said, "I'd feel like I was being derelict if I didn't get some legislative statement out of this session, and I'm going to do that even if you tell me I'm not going back to Salem next session."

Desler admitted the dialogue between port officials and their state representative has been poor, but he said the failures have been at both ends.

When asked what he didn't like about Bugas' bill, the commission chairman said he supported the concept. When asked if he'd told Bugas how to change it, he said he hadn't because "I'm not a politician. I can't answer what would be politically astute right here."

5/1/81



The Daily Astorian graph

Log exports

Log exports through the Port of Astoria docks totaled 51,763 tons in March, up from 42,428 tons in February but down from 94,999 tons in March 1980, the port's latest figures show.

A total of 172,995 tons of logs have been exported from the port the first quarter of 1981, compared with 317,778 tons in the first quarter of 1980. That's a 45.6 point drop.

The port also exported 10 tons of general cargo and 68 tons of plywood in March. No inbound tonnage was reported.

Five ships called at the port in March, the same as in February. Nine called in March 1980. A total of 16 ships called during the first quarter, compared with 28 the first quarter of 1980.

Port officials pass up Hanlon bill hearing

5/1/81

By CHRIS GENNA
Of The Daily Astorian

State Sen. Charles Hanlon's Agriculture and Natural Resources Committee was to open hearings on Senate Bill 815 today, but Port of Astoria representatives won't be there to testify.

The Mountaindale Democrat said he's made major changes in his bill since talking to Port of Astoria Commissioner Fred Shaylor late last week.

As SB 815 originally was introduced, it would have allowed port districts to form deep-water port authorities, whose commissioners would have been appointed by the governor.

BUT WITH THE changes, SB 815 now would appoint a state deep-water ports commission funded through the State Department of Economic Development.

The commission would include members of three port commissions — Port of Portland, Port of St. Helens and Port of Astoria — and members of the public. It would assume responsibility for creating and marketing deep-draft port facilities.

Shaylor told The Daily Astorian today that port commissioners hadn't had an opportunity to discuss the amended bill and take a position on it, much less do the homework he thought would be required to testify on the bill.

Shaylor said he planned to bring up the new SB 815 in a port commission executive session this afternoon.

HANLON TOLD THE Daily Astorian, "It's not illogical" that the hearing is premature as far as the Port of Astoria is concerned.

"Things moved very swiftly last weekend," after Shaylor's visit to Salem and a town hall meeting in Astoria, Hanlon said.

Port commissioners at that meeting heard residents say they wanted the port to consider port development legislation. The town hall meeting had been called to discuss Rep. Ted Bugas' bill, which would have merged the ports of Portland and Astoria. That bill also will be heavily amended, Bugas has said.

Port of Astoria officials and both of the Astoria area's state legislators have been embroiled in minor disagreements or victimized by crossed signals since Bugas' bill was proposed last December and Hanlon's measure was introduced March 24.

But both Hanlon and Shaylor said the port's failure to submit testimony on SB 815 this morning wasn't a new flare-up of those squabbles.

"I'd have liked the port to be at the Salem hearings, but criticism isn't productive," Hanlon said. "My feeling is as it's always been; that I will try to do whatever the community feels it wants the Legislature to do."

Anchors to be hostesses

5/4/81

Members of the Astoria Anchor Club will serve as hostesses for a May 15 social opening Maritime Week in Astoria.

The Anchors, who will appear in uniform, recently accepted a proposal by Astoria Area Chamber of Commerce Manager Jim Durham to assist with the evening reception. Club members Marcie Overby, Betty Farmer and Dee Leahy also will help Durham recruit sponsors to pay for champagne for the event.

The reception precedes a series of special events planned during Maritime Week May 15-22. The social will be in the Chinook Room of the Thunderbird Seafare restaurant.



The Daily Astorian—BILL WAGNER

Historical displays

5/1/81

Park historian Sue Scully, left, and interpretive ranger Gail Visavatanaphongse were surrounded last week by some of the displays at the Fort Stevens State Park historical interpretive center.

They have just finished three weeks of cleaning and rearranging old exhibits and have made several new ones, including the display behind them. It includes a recently donated World War II Japanese flying suit and other information about the June 21, 1942, shelling of the coastal fort by a Japanese submarine. The flying suit was donated by August Schulbach of Astoria.

Photographs, maps, diagrams and artifacts dating back to the Civil War are on public display daily from 8 a.m. to 4 p.m.

After Memorial Day, the hours will shift to 10 to 6. Then one-hour guided tours will be available Friday through Sunday.

Visitors can always take the self-guided tour through the concrete fortifications.

Officials to visit Far East

Port seeks Oriental markets

5/4/81

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria officials will visit the Far East this week, and though none said any dramatic developments are expected, Gov. Vic Atiyeh's top administrative aide will accompany them.

In a press conference Friday, port Exective Director Floyd Shelton announced he was to leave Sunday on the two-week trip. He will be joined in Seoul, Republic of Korea, by Deputy Director Greg Baker and commission Chairman Henry Desler in midweek. Shelton's travels are being funded by the port.

Shelton said Atiyeh's executive assistant, Lee Johnson, would accompany him. Johnson served as chairman of the governor's coal steering committee, which has been seeking development of coal export facilities in the state and which sponsored the Oregon Coal Terminal Planning Workshop in Portland in February.

JOHNSON ALSO HAS been the primary link between the Port of Astoria and the State Land Board in discussions about development of the Tongue Point site east of Astoria. The State Land Board purchased the Tongue Point site from the federal government last year.

"We have been in contact with potential developers, terminal operators, trading companies, utilities and railroad officials in our effort to develop coal facilities. We are now ready to make direct contact with potential markets in the Orient," Atiyeh said in a press release.

Jim Thayer, chairman of the governor's Lower Columbia River Development Task Force, also will make the trip, Shelton said Friday.

JOHNSON AND THAYER'S trips are being paid by the Pacific Northwest Regional Commission, through the task force. Johnson will return Saturday.

Shelton stressed Friday that the nature of the port officials' trip was routine. "I believe we should have initiated a program like this years ago," he said. "If we want the business, there's no substitute for a face-to-face meeting. It's a subtle but important factor in getting people interested in developing the area."

"But I don't want to leave the impression we'll be coming back with (development) contracts."

THE THREE PORT officials will call on existing and potential port customers in Japan and Korea, Shelton said. On the return trip, they will meet with two firms in Honolulu, Hawaii, who have expressed interest in developing in the Astoria area.

Pacific Resources Inc., a Honolulu-based utility and fuel supplier, has said it was interested in building coal transshipment yards in Astoria and in Kalama, Wash.

Shelton said he would return to Astoria May 18.

Retail Merchants Meet — The Astoria Retail Merchants Committee will meet 7:30 a.m. Wednesday at the Fiesta Restaurant. 5/5/81

Forum luncheon postponed

5/7/81

The May Astoria Area Chamber of Commerce forum luncheon has been rescheduled to May 28.

The forum usually is held the third Thursday of each month.

Speaker for the May 28 forum will be Mary Mansfield, superintendent of the Astoria School District. The luncheon is open to the public. For reservations call 325-6311.

5/8/81

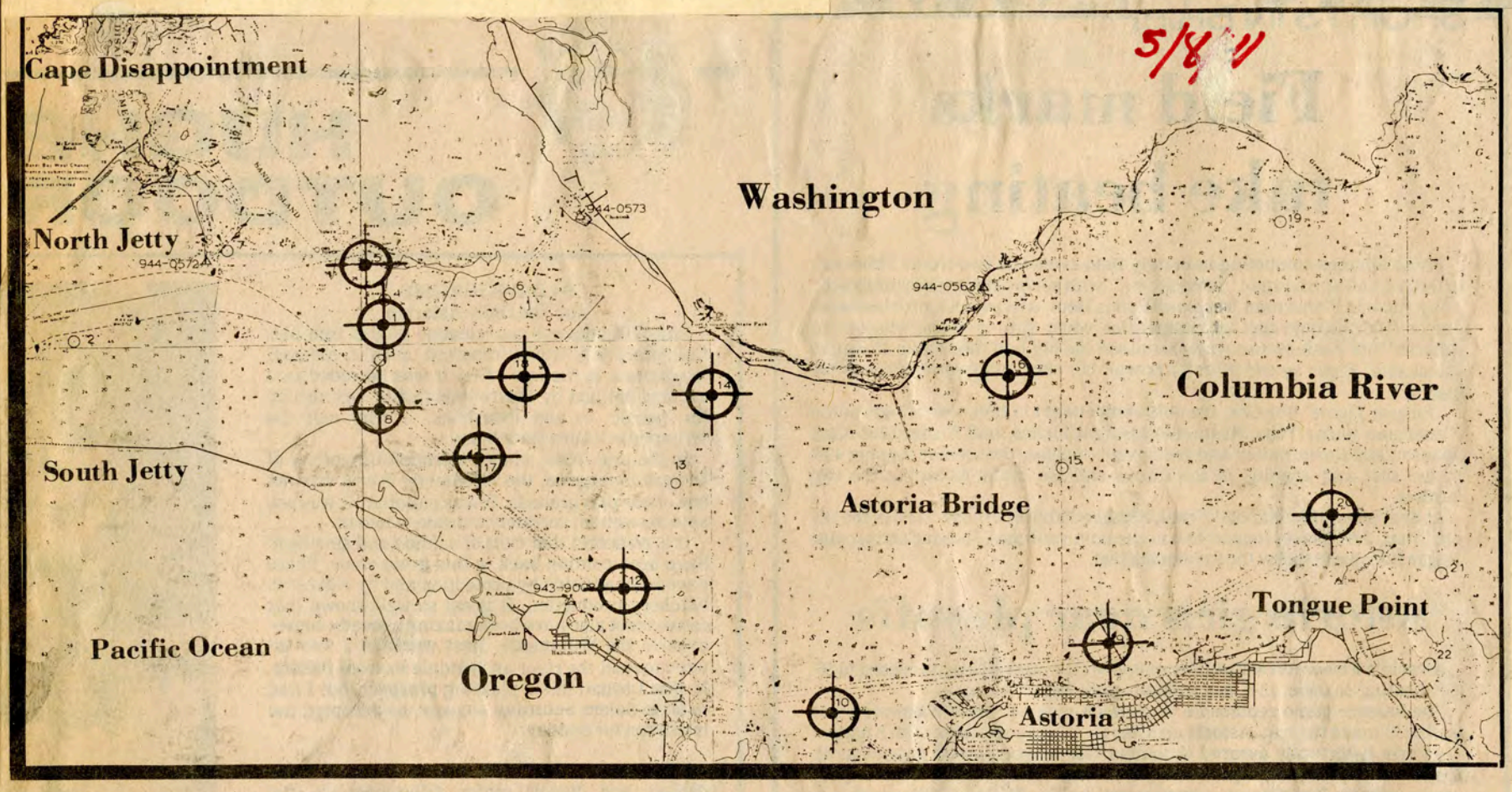


Chart shows location of 11 NOAA research buoys in lower Columbia River.

Winking buoys are in river for research

By CHRIS GENNA
Of The Daily Astorian

Cmdr. Otto Steffin, skipper of the National Oceanic and Atmospheric Administration's research vessel McArthur, wants mariners to know what those winking buoys are he and his crew are placing in the river.

The buoys (there presently are 11) are a key part of the federally funded six-year Columbia River Estuary Data Development Program (CREDDP), and are the reason for the McArthur's sojourn here.

Steffin said he has notified the Columbia River pilots, towboat operators and fishing groups about the buoys. But it's important, he added, that everyone who might operate a boat near the buoys know exactly where they are.

Steffin wants to make sure no one runs down the buoys, making it impossible to retrieve the thousands of dollars of scientific equipment they mark.

In addition, local mariners could provide researchers with valuable information if they would tell NOAA if any of the buoys gets out of position.

Steffin said the buoys will remain in their current positions through June 2, give or take three days. After that, some will be relocated.

The researchers have divided the remainder of 1981 into two-week "observation periods," primarily because the magnetic recording tapes have to be changed every 14 days.

What are the tapes recording? Each buoy is attached to a subsurface buoy, about seven feet under water. Those buoys are attached to 2,500-pound sinkers made from wheels from railroad cars.Spaced along the line at specific depths are sensors which record the current velocity and direction, water temperature, and conductivity of the water, a measure of its salinity.

The buoy which is visible to the passing boater is merely a marker buoy connected to the subsurface one. Each carries a flashing light, a flag and radar reflector.

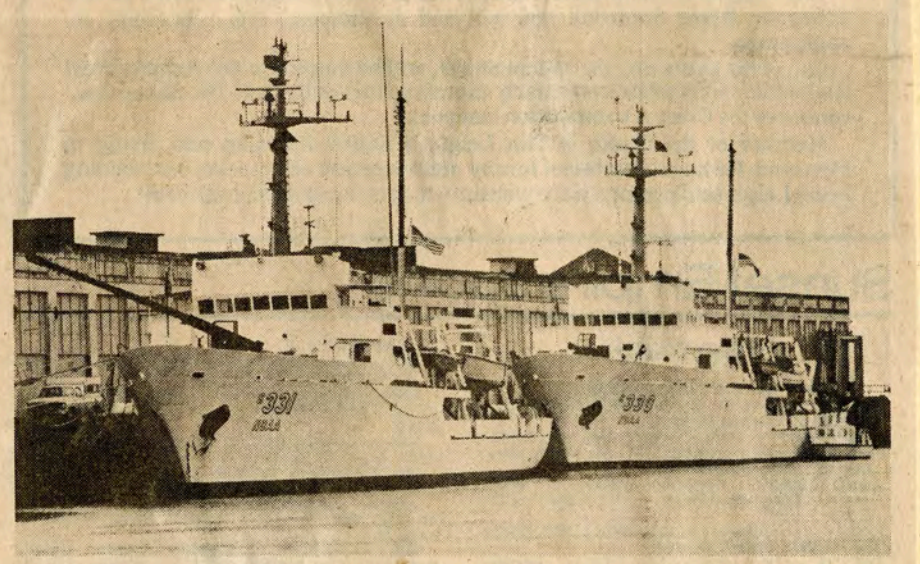
The McArthur's twin sister, the NOAA ship Davidson, also was doing CREDDP work in the Astoria area recently.

The Davidson was sounding river depths at various locations in the estuary, using sophisticated sonar that measures bottom contours to the sides of the ship as well as directly underneath.

Moored in line at the Port of Astoria's Pier 3, the ships might make passersby think they were seeing double. But there are important differences between them, Steffin said.

"We do circulatory surveys," Steffin said of the McArthur, "whereas the Davidson conducts hydrographic surveys — the kind of information shown on charts. If you look closely at her, you see she has rather large hydrographic survey launches in the davits. The McArthur hasn't anything like that."

The Davidson left Wednesday.



Matched set of NOAA survey ships in Astoria consisted of Davidson, foreground, and McArthur.

Crater Lake opens May 15

CRATER LAKE, Ore. (AP) — Officials at Crater Lake National Park said Wednesday they expect to open the park's north entrance May 15.

Park Superintendent Jim Rouse said crews with snowplows clearing Spring Rim Road should be finished by the opening date.

But he said heavy snowstorms could delay the opening.

Rouse said other opening dates include:

— Roads: North Junction to Cleetwood Area, May 25; headquarters to Vidae Falls, by June 10.

— Mazama campground, June 17.

— Rim picnic area, June 15; Ponderosa picnic area, June 1.

— Annie Spring and North entrance stations, June 28.

Estuary negotiators return to table Thursday

By CHRIS GENNA
Of The Daily Astorian

Round four in a series of two-day environmental mediation sessions will begin Thursday at 10 a.m. at the Port of Astoria Commission meeting room, Pier 1.

It should be held in the Palace of Versailles.

That famous Parisian palace would be an apt setting, because it served as the scene, in 1919, for the great statesmen of the time to redraw the map of Europe following World War I.

What the negotiators at the Port of Astoria are trying to do is redraw the map of the Columbia River estuary. True, that task is on a smaller scale, but the politics of the situation are just as volatile as those which faced Clemenceau, Wilson and Lloyd George.

Those distinguished statesmen's work ended in a second World War just 20 years later.

The negotiators in Astoria, while trying to develop an estuary plan which will be valid for that same length of time, aren't eager to repeat history in every detail.

THE NEGOTIATORS INCLUDE representatives of local governments and state and federal resource and permit-granting agencies.

Two mediators from the Seattle-based Institute for Environmental Mediation also are present.

Purpose of the mediation is to develop a comprehensive list of developable sites in the lower Columbia, and make some basic commitments about what sorts of development would be allowed at each of them. It might also set some conditions which would overcome agency objections to the development.

The list of participants contains everyone needed to make these decisions.

The Port of Astoria is represented by Roger Shannon, Clatsop County by Roger Berg, the City of Astoria by Jean Hallaux, the City of Warrenton by Gil Gramson.

The Oregon Department of Fish and Wildlife is represented by Jim Lauman, the Division of State Lands by Stan Hamilton, the Department of Land Conservation and Development by Bob Cortright, the Department of Economic Development by Jeanne Robinette.

The U.S. Fish and Wildlife Service is represented by Marge Kolar, the Environmental Protection Agency by Ron Lee, the National Marine Fisheries Service by Jackie Wyland, the U.S. Army Corps of Engineers by Gerry Black.

On hand as technical advisers are Mike Morgan of Clatsop-Tillamook Intergovernmental Council, Mike DeLapa of the Columbia River Estuary Study Taskforce (CREST) and several of the CREST staff — Pat Kubala and George Blomberg.

Then there are the two men in the middle, Sam Gusman and Vern Huser of the Institute for Environmental Mediation.

In addition, Dant & Russell representative Ed Christie and attorney Steve Schell have made it plain they aren't about to have that company's estuarine property designated one way or another without them. Dant & Russell is the parent corporation of Warrenton Lumber Co., which is situated on the west bank of the Skipanon River mouth.

THE KEY FIGURE is DeLapa, because it's his organization's plan which is the topic of discussion.

The CREST plan, drafted after years of work by eight local government entities on both the Oregon and Washington sides of the lower river, isn't going to be acknowledged, as other local land-use plans must be, by the Land Conservation and Development Commission.

That's because the CREST plan itself won't much affect the way development occurs — or is thwarted — in the estuary. Instead, the local comprehensive plans of Hammond, Warrenton, Astoria and Clatsop County will decide that.

But those local plans have incorporated whole sections of the CREST plan verbatim. So the LCDC decided its staff, the Department of Land Conservation and Development, will subject the CREST plan to an "acknowledgement-level review."

That means parts of the CREST plan which are unsatisfactory to the DLCD will be pointed out, and local plans which make use of the questioned sections have little chance of winning LCDC approval.

Analysis

The biggest problem is that the CREST plan designated five sites for development — Tansy Point, east and west banks of the mouth of the Skipanon River, the area west of Pier 3, and Tongue Point — which required the plan to take exception to statewide land-use goals.

So few of the local plans "will fly," as the planners put it, until changes are made.

CREST members realized there were differing viewpoints on some potential development sites when the CREST plan originally was drafted.

The bi-state planning agency held a long series of conflict resolution sessions which concluded in 1979. Those earlier sessions attempted to take into account resource agency objections to development at some key industrial development sites.

Little accord was reached in that series of compromise sessions, because pro-development local interests maintained the sites had to be designated for development and resource agency spokesmen continued to insist wetlands marked for dredging or filling had to be preserved.

With each side glaring at the other over the barricade, the CREST Council had to get the plan completed.

So in the best democratic tradition, the council, which is made up of delegates from each of the local member governments, voted. Not surprisingly, almost every site the natural resource agencies objected to was designated for development, through the exceptions.

AND WHEN THE CREST plan came up for its acknowledgement-level review, the agencies took exception to CREST's exceptions. So DLCD asked new mediation sessions be scheduled to try to iron out the local governments vs. resource agencies disputes over the sites.

This time, nothing so uncomplicated as a vote will be allowed — the aim is for consensus, or general agreement.

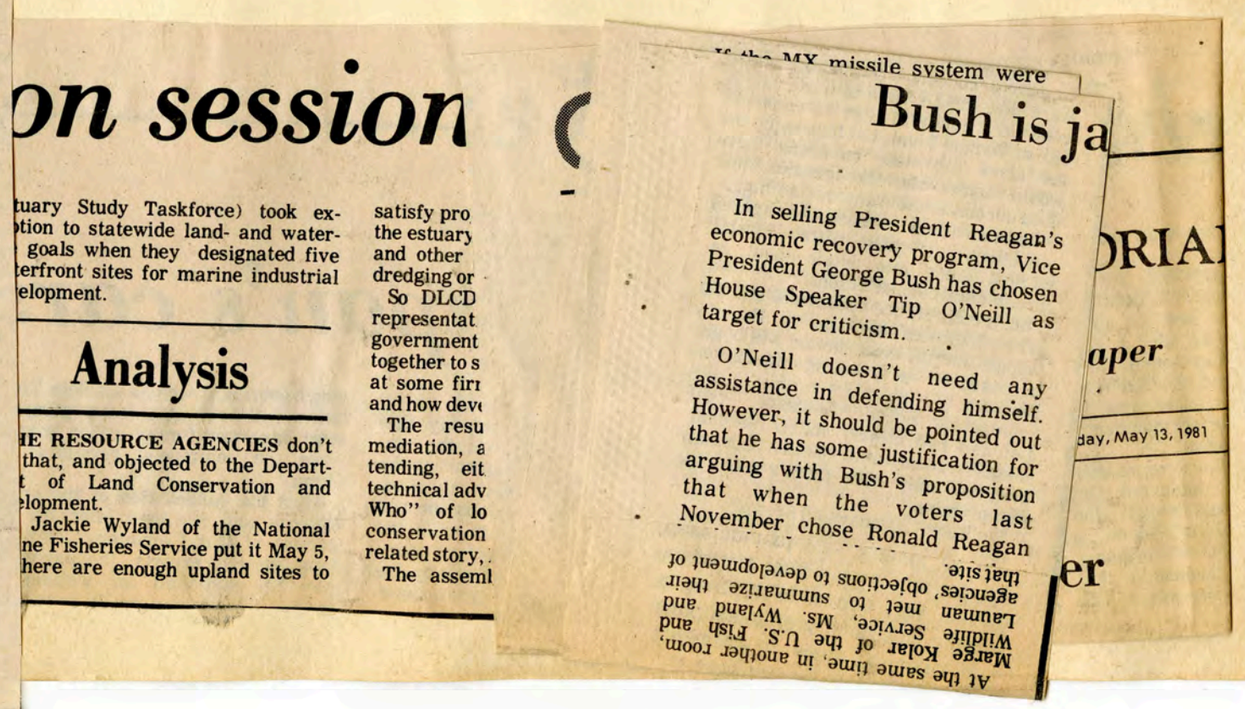
That's a tall order — something like redrawing the map of Europe.

Earlier rounds of the environmental mediation sessions were held April 9-10, April 20-21 and May 4-5.

The sessions this week will begin at Pier 1 Thursday at 10 a.m. and Friday at 8 a.m. The meetings are open to the public. Periods are set aside for public comment at the beginning of each session — from 10 a.m. to 11 a.m. and 1 p.m. to 2 p.m. Thursday, and again from 8 a.m. to 9 a.m. and 1 p.m. to 2 p.m. Friday.

Additional sessions have been scheduled for June 1-2, June 22-23 and June 29-30. The sessions will conclude the last day of June.

Related story, Page 5


on session

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Analysis

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If the MX missile system were

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In selling President Reagan's economic recovery program, Vice President George Bush has chosen House Speaker Tip O'Neill as target for criticism.

O'Neill doesn't need any assistance in defending himself. However, it should be pointed out that he has some justification for arguing with Bush's proposition that when the voters last November chose Ronald Reagan

At the same time, in another room, Marge Kolar of the U.S. Fish and Wildlife Service, Ms. Wyland and Lauman met to summarize their agencies' objections to development of that site.

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Crater Lake opens May 15

CRATER LAKE, Ore. (AP) — Officials at Crater Lake National Park said Wednesday they expect to open the park's north entrance May 15.

Park Superintendent Jim Rouse said crews with snowplows clearing Spring Rim Road should be finished by the opening date.

But he said heavy snowstorms could delay the opening.

Rouse said other opening dates include:

— Roads: North Junction to Cleetwood Area, May 25; headquarters to Vidae Falls, by June 10.

— Mazama campground, June 17.

— Rim picnic area, June 15; Ponderosa picnic area, June 1.

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The date Ripper's appointment will be effective is uncertain, but Riggan said Ripper would take over when he takes over Smith's job.

Ripper also was active in the Centurions, a service club.

At Seaside, Ripper played varsity football, basketball and golf. He has coached girls' basketball and boys' golf at the high school. In his student days, Ripper also was active in the Centurions, a service club.

The date Ripper's appointment will be effective is uncertain, but Riggan said Ripper would take over when he takes over Smith's job.

Education Association — the teachers' year, he and Riggan have had the help of administrative assistant Carl Odin, who is responsible for discipline and attendance.

Ripper said Tuesday he hadn't had time yet to plan specific administrative assignments for next year, but wants Odin back. "I think Carl intends to stay with us . . . that suits me fine."

At Seaside, Ripper played varsity football, basketball and golf. He has coached girls' basketball and boys' golf at the high school. In his student days, Ripper also was active in the Centurions, a service club.

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LOCAL NEWS IN BRIEF

Warrenton man beaten in alley

SEASIDE — Larry F. Ford, 28, of Warrenton was treated for a knee i jury at Seaside General Hospital Tuesday after being beaten in an alle behind The Frontier Club, 405 Broadway, Seaside police said.

Police said they found Paul Moradi, 39, part-owner of the Frontier, scu fling with Ford when they were called to the scene about 9 p.m. Witnesse told police Ford had become involved in an altercation with Moradi afte trying to break up a fight in the bar. Police said Moradi apparently thoug Ford was involved in the fight.

Mediation sessions have produced little so far

By CHRIS GENNA
Of The Daily Astorian

Environmental mediation sessions which are being held periodically until June 30 at the Port of Astoria have remarkably little to show for the six full days of work so far.

The level of refinement in the planning process in the Columbia River estuary may be a credit to Oregon's progress in land-use planning.

But that refinement also has brought complexity — complexity that makes it hard for the average person to understand what's happening.

What's happening is that local governments, gathered together years ago as CREST (the Columbia River Estuary Study Taskforce) took exception to statewide land- and water-use goals when they designated five waterfront sites for marine industrial development.

Analysis

THE RESOURCE AGENCIES don't like that, and objected to the Department of Land Conservation and Development.

As Jackie Wyland of the National Marine Fisheries Service put it May 5, "If there are enough upland sites to satisfy projected development needs in the estuary, why should we (the NMFS and other agencies) put up with any dredging or filling in wetlands?"

So DLCD asked CREST to gather representatives of all the affected governments and all the agencies together to see if the group could arrive at some firm understanding of where and how development will occur.

The result was environmental mediation, and the list of those attending, either as negotiators or technical advisers, reads like a "Who's Who" of lower river development, conservation and planning. (See related story, Page 4.)

The assembled officials spent the first two days trying to convince each other just how strong their position is.

That's when Ron Lee of the U.S. Environmental Protection Agency said if the mediation didn't turn out to EPA's liking, his agency simply would refuse to grant a permit for a contested development.

That's also when the Port of Astoria, variously represented by Roger Shannon, Henry Desler or Chris Rose, said Pacific Rim nations want U.S. coal, and everyone from governors to senators is going to see that it's moved west through Astoria.

Also in those first sessions, participants wrangled endlessly about their charge, the statement of what they are going to try to accomplish.

JIM LAUMAN OF the Oregon Department of Fish and Wildlife said he wanted to look at every potential development site in the estuary. Without examining all of them, Lauman said, the ODFW has no way of knowing whether one site deemed essential for development really is the only suitable site.

Jean Hallaux, representing the City of Astoria, indicated Lauman's approach would negate the years of planning already done, sending the process right back to Square 1.

Hallaux suggested the utilitarian approach: He wanted the group to reach some compromises about the CREST exception areas, with the goal of getting the CREST plan, and thereby the local plans, acknowledged by the Land Conservation and Development Commission.

The group also talked about public participation. Bob Cortright of DLCD said his department was concerned that the only representative of the general public present was a newspaper reporter.

Others weren't so sure that the public would do any more than obfuscate the complicated process ahead. And that attitude was exemplified when the group "demoted" Steve Schell, an attorney for Dant & Russell, from negotiator, the position he'd hoped for, to member of the public.

Time was set aside on the group's agenda for public comment on the mediation process, but the level of participation since then has borne out a quip by Mike Morgan of Clatsop-Tillamook Intergovernmental Council: "As far as planning goes, the public went to sleep about two years ago."

In the second round of sessions, the group went over much the same ground, including a new round of arguments about what it's trying to accomplish.

BUT THINGS STARTED to happen in the third session, if only in a tenuous way.

Negotiators, in going over the characteristics of each development site, one by one, began to get an understanding of just what each of the others' concerns were, where each might "give" and where he or she wouldn't.

Vern Huser and Sam Gusman, the two mediators, told The Daily Astorian after the third round they were optimistic the group can accomplish what it finally decided it wanted to accomplish. Huser said "all the two-stepping around the charge" and all the saber rattling about who has what power "was necessary."

He claims now that each side's position is known, the negotiators can see how wide the gulf separating them is.

"Our job now is to help build bridges across that gap," Huser said.

Gusman said another primary concern for the mediators is to get each side to "stop winning. You can win so much, you lose the whole thing."

As long as one side or the other feels it's wrapped in the flag, can appeal to a higher court, the other will feel they should pick up their cards and go home.

Lauman may be the only negotiator at the last meeting who clearly understood that.

ON ONE OCCASION at the third round of talks, representatives of the local governments and the resource agencies split into what Huser called caucuses.

The local officials huddled to decide what details of the Tongue Point site east of Astoria made it essential for water-dependent industrial development.

At the same time, in another room, Marge Kolar of the U.S. Fish and Wildlife Service, Ms. Wyland and Lauman met to summarize their agencies' objections to development of that site.

Mrs. Wyland held out for the hard line, for not giving up a thing at this early stage in the negotiations. (The caucus occurred on the sixth day of meetings.)

Lauman said there were some concessions his department had to concur in. If for no other reason, he said, the ODFW had agreed to a certain level of development during the original conflict resolution sessions in 1979.

Lauman wasn't exactly running up the white flag, though, as became obvious later.

Ms. Kolar agreed with Lauman. In the interests of negotiating in good faith, if for no other reason, the U.S. Fish and Wildlife representative said, "We have to give them something we can begin with."

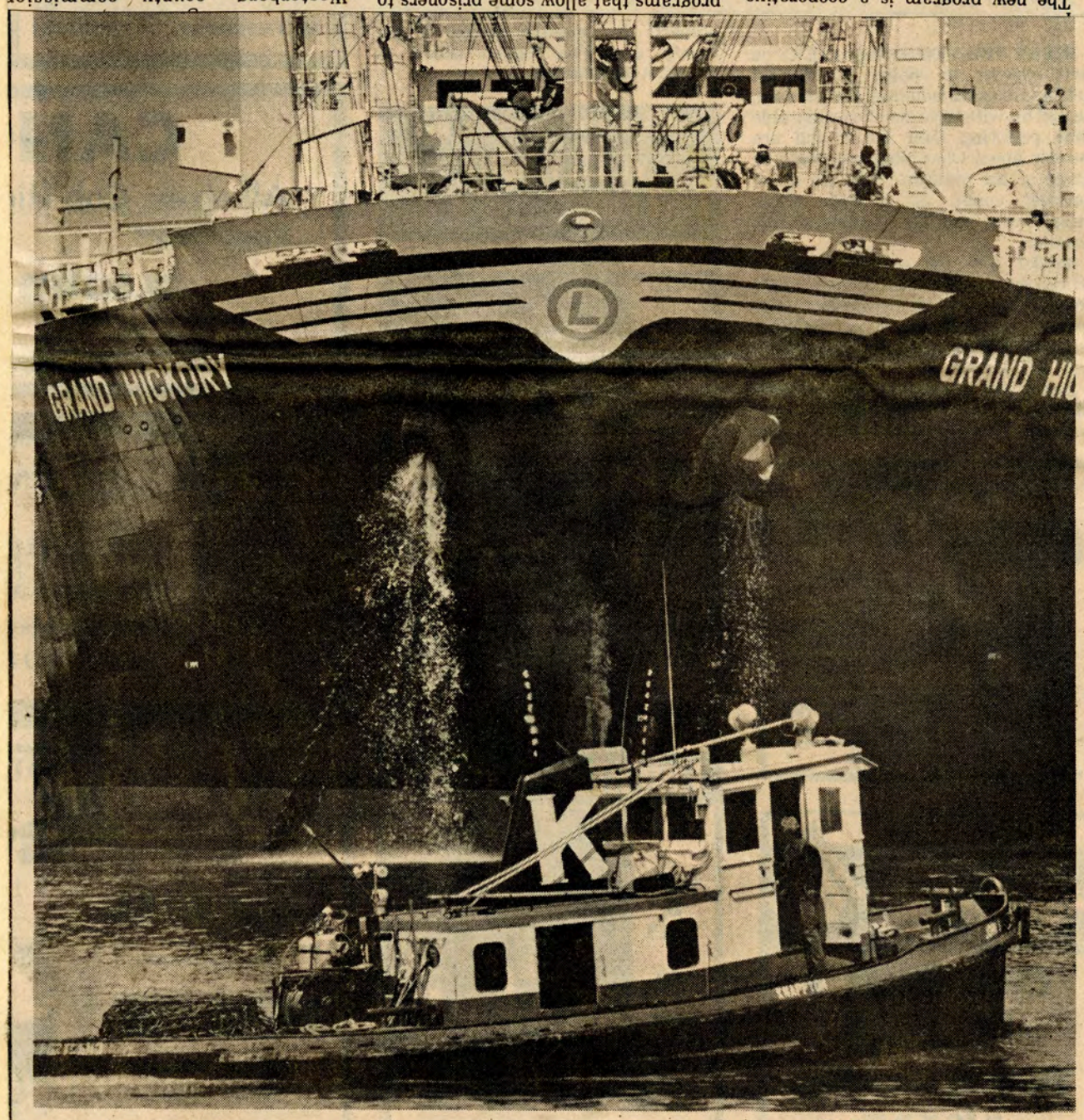
The three agency officials rejoined the group, and Lauman presented their collective concerns. Basically, those were that the Division of State Lands controls a dandy 50-acre development site at Tongue Point, but to develop the 200 acres the state envisions there would require what the agencies think is an unconscionable amount of filling.

Lauman admitted those were agency objections at their "first blush," without going into detail about environmental considerations.

So, the difference between 50 and 200 acres indicates the size of Huser's bridge, and the construction will begin in earnest at coming mediation sessions.

Gusman noted, however, that Lauman had clearly stated his comments were an initial position. Gusman said that may show there's room for compromise.

We'll see Thursday and Friday.



The Daily Astorian—BILL WAGNER

On the waterfront

Huge cargo ships and busy little towboats are such a common sight on Astoria's waterfront, we rarely stop to think about them.

But they're an integral part of the area's rich maritime history. That history and the North Coast's modern maritime industries will be the focus of a weeklong Maritime Week celebration beginning Friday.

Kicking off the week will be a no-host reception 7 to 9 p.m. in the Chinook Room of the Thunderbird Seafare restaurant. The reception is open to the public. Champagne and hors d'oeuvres will be served.

Highlights during the week include open house on U.S. Coast Guard cutters; commercial fishing boats and research vessels; a ship model contest; the second annual Salmon Run footrace; maritime art and photography exhibits; slide shows; and the 30th anniversary celebration of the Clatsop County Historical Society May 22.

A 12-page special section published as a supplement to The Daily Astorian today details the week's events. It features some of the people whose lives still are closely tied to our maritime past, present and future.

The new program is a cooperative effort among Clatsop Community College, Clatsop County government and the federal Comprehensive Employment and Training Act (CETA) program. CETA is paying the bill.

The college will hire a half-time teacher to conduct classes in the jail, programs that allow some prisoners to attend classes on the college campus. It will be reviewed and considered for renewal following the four-month trial period.

Ms. Oldenkamp and Clatsop County Sheriff Carl Bondietti said the program has been in the planning stages for

Westerberg, county commissioner chairman. "We (the commissioners) are very enthusiastic."

Duane Sentgeorge, who works as the jail's work-release officer through the state Corrections Division, will serve as the go-between among the cooperating agencies, Ms. Oldenkamp said.

LOCAL NEWS IN BRIEF

5/14/81

Museum to host Ship Model Contest

The Columbia River Maritime Museum will hold its eighth annual Ship Model Contest Saturday.

Competitors from throughout the Pacific Northwest will be entering models of ships and boats of every description. They will be on display at the museum from noon to 4 p.m.

Awards will be made to winners in several categories: plastic kit models, wooden kit models, plan-built models, ships in bottles, decorative or fanciful models, and radio-controlled models.

Each category will be subdivided into two age classes: adult entrants and entrants younger than 15. In addition, a grand prize will be awarded for the best model in the show. A panel of modelling and maritime experts will act as judges.

Entries may be brought to the museum, 16th and Exchange streets, during regular museum hours this week, or by appointment. All entries must be received by 11 a.m. Saturday. Judging will begin at 11:30 a.m. Saturday.

Adult contestants are charge $2 per entry. There is no entry fee for the junior category.

Museum open for summer

5/14/81

The Clatsop County Historical Museum starts its summer schedule Monday, May 18, with a new layout and an admission schedule.

Curator Gloria Richards says the new hours will be 10 a.m. to 5 p.m. daily, including Sunday. The Victorian mansion, once the home of the Flavel family, now looks more like a home than a repository of antiques, Ms. Richards says.

Exhibits have been rearranged and furniture shuffled to make visitors' tours easier and more interesting. Persian rugs, gifts of the Van Dusen family, are now in place in the music room and dining room, and other carpeting, donated by the Lions Club, reduces noise and improves the hallways.

A fee replaces the customary donation this year for visitors; it's $1 for adults, 50 cents for children under 12, and free for those younger. Arrangements for group tours and programs may be made in advance by phoning the museum, 325-2203.

Ban on timber export draws mixed reviews

4/15/81

SALEM, Ore. (AP) — Backers and opponents of a bill aimed at cutting log exports squared off before a House committee today.

"I don't want Oregon...turned into a partial Japanese tree farm," said Rep. Bill Markham, R-Riddle, in arguing for the measure (HB2993).

Markham said the United States is in a timber-supply crisis and that all log exports should be banned. The nation exported 3 billion board feet last year, he said, most of it to Japan.

But union and timber company spokesmen told the House Agriculture and Natural Resources Committee the bill would severely hurt the state's already foundering forest-based economy.

The measure would forbid companies that export their own logs from buying state-owned timber.

Jack Brown, regional public affairs director for Crown Zellerbach, said passage of the bill would cause heavy unemployment in Clatsop and Columbia counties.

He said if the firm decided not to export logs in order to continue buying state timber, more than 1,700 jobs would be lost in Clatsop County and unemployment there would rise to 21 percent.

If the company quit buying state timber and continued exports, Brown said, the firm's mill in Columbia County would have to close and 1,000 jobs would be eliminated.

Passage of the bill "would not start one closed mill or put one unemployed woodworker back to work," said Jonny Parks, a representative of the International Longshoremen's & Warehousemen's Union for Oregon, Washington and Alaska.

Maritime Week runs May 15-22

5/14/81

Original

May 15-22 will be Maritime Week in Astoria, a week of events and activities devoted to the city's maritime past and future.

The week is sponsored by the Astoria Chamber of Commerce, merchants, civic groups and the United States Coast Guard.

Friday the activities will start off with open houses aboard the research vessel McArthur, the Clatsop Community College fishing vessel Forerunner and the Coast Guard Cutter Yocona.

Saturday is National Armed Forces Day and will feature an open house at the United States Coast Guard Air Station at Clatsop Airport. The 8th Annual Ship Model Competition and Exhibition will be held at the Columbia River Maritime Museum from 11 a.m. to 4 p.m. The 6th Annual Timber Carnival, sponsored by the Clatsop Community College Timber Techs, will be held at Camp Rilea, starting at noon.

A highlight Sunday will be the 2nd Annual Astoria Salmon Run, a 4.25-mile competitive run throuugh Astoria starting at Hauke's Market at 1 p.m.

During the week a number of talks, films and slide shows will be held at the Astor Library Flag Room, the Old Maritime Museum and at Clatsop Community College Performing Arts Center.

Continuously throughout the eight days of activities will be a Maritime Art and Photography Exhibit at the Clatsop Community College Art Center and a Lighthouse Photography Exhibit by Andrew Cier at the Columbia River Maritime Museum.

Captain Cidd's Castle children's television program will be broadcast over Cox Cablevision Channel 7 on Monday at 10 a.m., Wednesday at 7:30 p.m. and Friday at 4 p.m.

Full details of the events can be obtained by calling 325-6311.

Yocona to have open houses

5/15/81

The U.S. Coast Guard Cutter Yocona has scheduled a series of open houses in conjunction with Maritime Week.

The schedule is tentative, however, because the cutter may be called to sea for fisheries patrol, Cmdr. Chuck Reid, the vessel's skipper, said today.

Open houses are planned for 6 to 8 tonight, 1 to 4 p.m. Saturday, 1 to 4 p.m. Sunday and 11 a.m. to 3 p.m. Wednesday. The Yocona is moored at the foot of 17th Street in Astoria.





Youngest racer

5/18/81

When two-year-old Erin Martin fell near finish line of 4.5 mile Salmon Run Sunday, her mother, Mary Martin of Astoria, walked back to give her assistance (at left) but happy little girl (she'll be 3 in two weeks) bounded to her feet and raced toward finish line. She was youngest in the field.

The Daily Astorian—LEN STEVENS

Second annual

Records set at Salmon Run

At least two records were set Sunday in Astoria at the second annual 4.25 mile Salmon Run from Hauke's Market to Tapiola Park, with some fairly steep asphalt pavement in between.

There were approximately 100 runners of all ages — about 20 more than the first year's race — and the course record of 1980 was broken by Astoria physician Patrick Meyer, overall winner in 23 minutes and 29 seconds.

Runners, from several different cities and at least two states, varied in age from little Erin Martin, who will be three in two weeks, to Clatsop County's elder statesman, 71-year-old Einar Pitkanen of Svensen, who took up running at age 60.

Second runner across the finish line was ex-Astoria High long distance racer Tad Gotting, a University of Oregon student, who was joined split seconds later by an ex-AHS running teammate, John Goodenberger, also a UO student.

Fourth through sixth were Jim Noonan of Brush Prairie, Wash., a former Ilwaco High runner, the 30-39 age division; Chris Olson, Astoria, the 20-29 division, and Ilwaco track-cross country coach Tom Millbrooke, the 30-39 group.

Dr. Meyer, Noonan and Millbrooke, all in the 30-39 group, proved that age is no barrier to running as the 20-29 age group of collegians and ex-collegians had only two of the top six.

But who was the fastest wasn't the key ingredient in this race, which has the earmarks of growing during ensuing years, according to Richard Fencsak of the co-sponsoring Columbia River Maritime Museum.

Astoria well represented

5/18/81

Log export ban draws opponents

By CHRIS GENNA
Of The Daily Astorian

Astoria-area residents showed up in force Friday for a House committee hearing on a bill that would prohibit firms that export their own logs from buying state forest timber, said state Rep. Ted Bugas.

"I'm really proud of the community" for its demonstration of interest in the bill, the Astoria Republican said in an interview Sunday. Bugas is a member of the House Agriculture and Natural Resources Committee, whose Salem hearing on House Bill 2993 attracted 250 to 300 persons Friday.

Bugas said most of those people, including every member of the Astoria longshoremen's union, appeared in opposition to the measure. But, he noted, representatives of Astoria Plywood Corp. testified in support of the bill.

Astoria longshoremen oppose the measure because log exports account for virtually all the cargo handling at the Port of Astoria. Small mill operators, such as Astoria Plywood, tend to oppose log exports because, among other reasons, they believe large timber companies use the income from exports to drive up the price in bidding for publicly owned timber.

Bugas said he's in "a tough position" because constituents testified both for and against HB2993.

"I'D LOVE TO see every stick of wood grown in the U.S. manufactured in the U.S.," he said, "but I think it's simplistic to say let's stop exporting logs to Japan," because that country only would buy logs from other nations.

A ban eventually will be placed on the export of logs to Japan, Bugas believes, but he said that may be six to 10 years in the future.

In addition to the longshoremen, who testified the bill would close down the Port of Astoria and put them out of work, representatives of the Port of Astoria, the Astoria Area Chamber of Commerce, and Dant & Russell Inc., owners of Warrenton Lumber Co., also testified in opposition to the bill, Bugas said.

Among the bill's most vocal critics were representatives of Crown Zellerbach Corp., who told committee members passage of HB 2993 would mean the loss of more than 1,000 jobs in either Clatsop County or Columbia County.

Crown Zellerbach representatives Jack Brown, regional director for public affairs, and lobbyist John Wolcott attended a meeting of the Clatsop Economic Development Committee Thursday to rally opposition to the bill.

Wolcott told CEDC members that if the bill is approved, Crown will face a difficult decision.

ON THE ONE hand, if the company were to stop exporting logs, more than 1,700 jobs would be lost in Clatsop

See Log exports, Page 2

LOCAL NEWS IN BRIEF

5/18/81



U.S. Coast Guard Cutter Blackhaw

Iris' twin servicing coast navigation aids

Visitors to the U.S. Coast Guard's Base Astoria (during Armed Forces Day Saturday) might have been taken aback to see a twin sister of the cutter Iris moored on the face of the Tongue Point Pier.

The 181-foot buoy tender Blackhaw, normally based in San Francisco, will be working off the Oregon coast for the next six weeks servicing aids to navigation normally serviced by the Iris.

The Iris is awaiting a visit to a shipyard which would return her to operation sometime in October.

The Blackhaw's 45 crewmen and seven officers were to "turn to" today to begin that work; the cutter was to bring in the large navigational buoy, or LNB, from its station six miles off the Columbia River entrance this afternoon.

According to Ensign Steve Carman, the Blackhaw's operations officer, the LNB needs about a month-long routine overhaul — repair of motor parts and refueling. When that work is done, the visiting cutter will return the LNB to its station.

The LNB is to be replaced with a smaller buoy while the maintenance is under way.

The Blackhaw's CO is Lt. Cmdr. George Mercier, a former executive officer of the Iris.

Mercier was an official for high school basketball and baseball games and participated in city league althletic programs when he was stationed in Astoria from 1975 to 1977.

Log exports-

Continued from Page 1

County, raising unemployment here from 9.4 percent to 21.2 percent, he said.

On the other hand, if Crown were to decide to continue exporting logs and stop buying state forest timber, it would mean the loss of 1,000 jobs in Columbia County, boosting unemployment in the upriver county from 10 percent to 16.2 percent.

"Virtually all Northwest mills must buy and exchange logs to obtain the particular species, grades and sizes which they are equipped to handle," Brown said.

"To immediately block access to a long-established raw material supply network," Brown continued, "means community disruption and displacement of people employed in facilities built, in part, to utilize state timber."

5/18/81

BUGAS SAID HE'S confident HB 2993 "can be contained in the committee."

But he said another measure, which already has passed the House, has been amended in the Senate to make it nearly identical to the bill now before the House committee.

"They amended HB 2902 in the Senate to do the same thing as 2993," Bugas said, "and it may win approval there.

"If it does, it will have to go to a conference committee, and I've already contacted the speaker (Rep. Hardy Myers, D-Portland) to let him know I'd like to be on that conference committee."

Bugas said a similar request had been made by Rep. Caroline Magruder, D-Clatskanie. If both are appointed, it would put at least one representative who opposes the log export rule from each party on the conference committee.

Totally unacceptable here

On the face of it, legislation prohibiting a company that exports logs from buying state forest land timber is in the best interests of the state of Oregon and its people.

But, unfortunately, it can't accomplish what its authors desire. It can't require foreign buyers of logs to buy lumber, plywood and particleboard instead. They buy logs from the U.S. instead of finished wood products because U.S. manufacturers won't produce wood products in the dimensions they desire.

What the designers of the legislation seek is highly desireable, but not realistic. If the logs could be manufactured in this country and the finished products shipped abroad many additional jobs would be created. But foreign buyers of wood can't be dictated to. They want logs and if they can't buy them from Oregon companies they'll buy them elsewhere.

This editor, while on a state of Oregon trade mission to Asia led by Gov. Atiyeh, saw up close what proponents of this legislation either disregard or don't comprehend.

Japanese housing construction requires wood in dimensions more numerous than U.S.-style construction. Japanese mills cut lumber in dimensions the Japanese housing industry must have. Mills in no other country do that.

The Japanese are experimenting with U.S.-style housing construction. Their carpenters are finding it is easy to work with. Experiments also have determined that it is more fire-resistant than Japanese-style construction. But they are a long way from abandoning their method.

This legislation which would bar a company that exported logs from buying state forest land timber wouldn't create any jobs. But it would close out jobs held by longshoremen and in the woods operations of companies that violated the intent of the legislation.

It would be very costly to Clatsop County. All of the longshoring jobs at the Port of Astoria depend upon log exports. And Crown Zellerbach is both an exporter of logs and a buyer of state-owned timber. The company's logging operations in Clatsop County would be drastically curtailed if this legislation became law.

Individuals and organizations who are opposing the legislation because of the effect it would have on Clatsop County's economy must enlist assistance wherever they can find it. The legislation is totally unacceptable here.

Cargo yard to be site of autocross

5/19/81

Ever wonder why some local cynics have dubbed the Port of Astoria's paved cargo yard west of Pier 3 the "go-cart track?"

You'll have a chance to find out June 7, and if you're into internal combustion, perhaps get some thrills as well.

But members of the Portland Triumph Owners Association no doubt would give a stern glare to anyone who called their finely tuned sports cars go-carts.

The club recently asked, and received, port permission to hold an autocross on the lot June 7.

Robert F. Miles, 760 Kensington, Astoria, the local spokesman for the club, requested the port's permission to use the yard. He said the competition won't be exactly a race, because only one car will be on the track at a time.

Each driver competes against the clock, vying with other competitors to make the tortuous circuit in the shortest time.

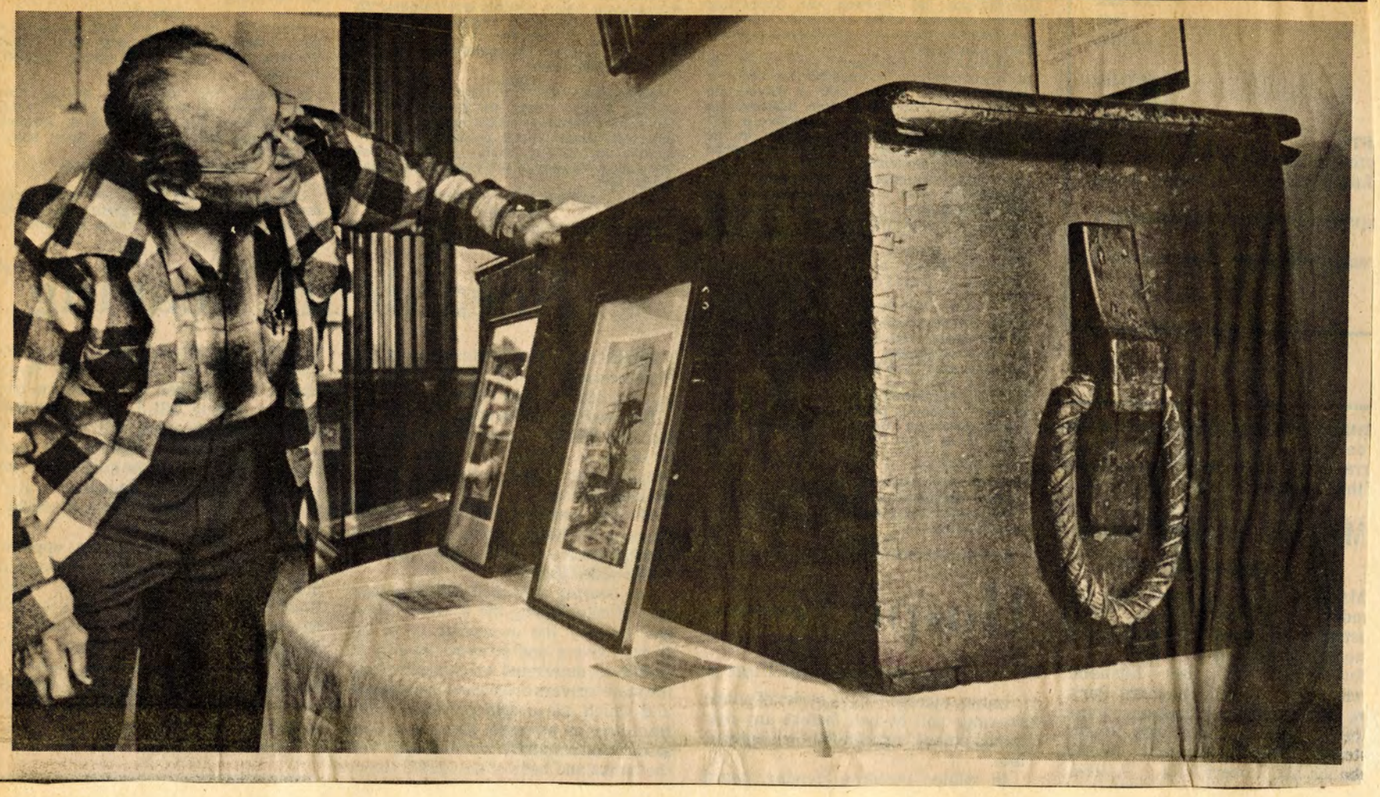
Miles explained that the cars all are late models, generally built since 1956, and very little modification is allowed under the rules, so you can foget "funny cars" or drag chutes.

Miles said 100 to 300 club members and spectators from the Portland area and the Willamette Valley might come to the area, drawn by the autocross.

Port Deputy Director Roger Shannon was happy to put the asphalt expanse to use. He wrote to Miles explaining that the port required only that the club provide $500,000 liability insurance coverage, allow no alcoholic beverages on port property, and keep an access lane open to the Pier 3 warehouses.

5/19/81

Capt. Gray's sea chest



Clatsop County Historical Society member Ken Drucker examines the workmanship of Capt. Robert Gray's sea chest. On loan from the Oregon Historical Society, the chest is being displayed in the local historical society's Flavel house museum.

Gray's ship, Columbia, crossed the Columbia River bar in 1792, helping to establish the United States' claim to the Northwest. Gray's descendants gave the wooden chest to the Oregon Historical Society.

Loan of an artifact of such "high significance to Oregon" is "a gesture of great trust and friendship," said Gloria Richards, director of the Flavel house museum.

The chest will be on display through Memorial Day.

The Daily Astorian—BILL WAGNER

PEOPLE IN BUSINESS 5/19/81

Council increases Astoria room tax

Visitors to Astoria will pay more for their motel and hotel rooms after July 1.

Astoria city councilmen Monday approved increasing the room tax from 5 percent to 6 percent of the room rate and allocating one-third of the total tax revenue to an Astoria Area Chamber of Commerce tourist promotion committee.

The ordinance approved Monday will be law in 30 days and the higher tax will go into effect July 1.

The committee plans to use the money to promote Astoria through advertising, similar to campaigns by the cities of Seaside, Newport and Lincoln City. The ordinance prohibits use of the funds for the chamber's general operating expenses.

City officials estimate the promotion committee will receive $30,000 to $35,000 in 1981-82.

Supporters of the proposal have said promoting the city will increase tourism and motel revenue, offsetting any loss to the city's coffers. Figures show motel revenue averages $4,200 daily and increases to $7,200 during July, August and September.

Promotion of the city could boost those averages and might result in higher revenue to the city from the motel tax, supporters said.

5/19/81



The Daily Astorian—CHRIS GENNA

Maritime curiosity

Skies smiled on the opening of Astoria's Maritime Week and crowds took advantage of the opportunity to tour the ships which held open houses in observance of the week or of Armed Forces Day Saturday.

The National Oceanic and Atmospheric Administration's research vessel McArthur, the Clatsop Community College fishing vessel Forerunner, and U.S. Coast Guard Cutters Yocona, Resolute and Iris, as well as Air Station Astoria, were open to visitors.

Dozens of visitors clambered the ladders and decks of the Yocona, led by crewmen who served as tour guides. In the photo above, one group inspects the 213-foot cutter's small boat.

Survey on t loans

5/19/81

The Oregon Veterans' Farm and Home Loan program has loaned more than $6 billion to 270,000 veterans. Some 150,000 veterans have not as yet used their entitlement.

The program has become controversial in some places. Critics allege that this very large issuance of general obligation bonds has resulted in all such bonds having to pay significant increased interest costs. The Oregon Legislature in recent days raised the interest rate on general obligation bonds to 12 percent in order to sell another big issue of veterans' farm and home loan bonds.

The higher interest rate is not only borne by all state general obligation bond programs but also by such issuers of bonds as school districts, city and county government and special districts.

Bonds issued by the Department of Veterans Affairs account for 91.8 percent of all the state's general obligation bonds.

It should be noted in support of the program that the veterans' farm and home loan bonds are self-liquidating and have an excellent pay-back record. The program has had a visible impact on the economy of Oregon. The program has provided financing for 20 to 35 percent of the residential dwellings sold in the state. The beneficial impact of the program has been especially apparent during the current economic decline.

State government is considering placing a ceiling on the issuance of veterans' farm and home loans. Gov. Vic Atiyeh is attempting to gather public opinion on this very important matter. He has asked his Listening Post representatives throughout the state to assist. In that role I am asking that concerned persons reply to the following questions and send their replies to me.

HARRY STEINBOCK
920 Ridge Drive
Astoria

Considering the impact on the financial position of Oregon, should the Department of Veterans' Affairs continue to make farm and home loans? Yes— No—

If you feel the department should continue, is it because:

It is a deserved benefit for veterans —

There is a favorable economic impact on the state —

Both of the above —

Do you believe that veterans' farm and home loans should be funded through the sale of State of Oregon general obligation bonds as is currently being done?

Yes — No —

If you answered "no," how do you feel it should be funded?

If the authority of the Department of Veterans' Affairs for issuing bonds becomes inadequate to meet demand, how do you feel the loan program should be limited?

Increased eligibility requirements —

Elimination of farm loans —

Elimination of remodeling loans —

Limit the number of loans to one per veteran —

Reduce the dollar value of the loan —

Reduce the percentage of loan to value —

To reflect the true cost of money and to ensure the program remains self-supporting, should the interest rate on veterans' loans: Be the same for all veterans? — Be changed at a rate based on the cost of bond money which financed the loan? —

Are you eligible for a veterans' loan? Yes — No —

5/20/81

House port-merger bill being amended

By CHRIS GENNA
Of The Daily Astorian

An Oregon House measure that originally would have merged the ports of Astoria and Portland is being amended after an April 24 Astoria town hall meeting drew more than 100 people who supported the concept.

State Rep. Ted Bugas, R-Astoria, told The Daily Astorian that HB 2527, which he introduced when the legislative session opened, is being amended to reflect Port of Astoria commissioners' opposition to the bill.

Bugas said he, Port of Astoria representatives, officials of the Port of Portland and an official of the State Land Board were cooperating on amendments. Bugas now views the bill as a vehicle for developing Astoria as a deep-water port and helping the executive branch of state government develop and market Tongue Point.

THE CHANGES ARE being made in a subcommittee of the House Trade and Economic Development Committee.

Some of the proposed amendments would give responsibility for marketing the state-owned development site east of the city to the Port of Astoria, if the two ports are to jointly develop the site.

Net revenue the ports derived from management of the property would be credited to the Common School Fund.

The State Land Board is responsible for management of state-owned lands held in trust in the fund, including offshore lands, grazing lands, timberlands, coastal estuarine tidelands, and submerged and submersible lands of navigable waterways. Proceeds from use of the lands, less the agency's expenses, are placed in the principal of the Common School Fund. Interest earned on that money is distributed yearly to the 36 counties for school operation.

Bugas said other amendments also are contemplated. One provision would allow the Port of Portland to continue to market its own proposed coal transshipment site, which Bugas said could be in operation much sooner than any lower-river site. The Portland site could handle the 40-foot-draft ships expected to carry most of the coal for the immediate future of the projected trade, he said.

"The two ports need not be direct competitors," Bugas said, because Astoria will be first choice for location of a facility that can accommodate 55-foot-draft vessels.

Other amendments, such as one that would alter the original bill's railroad condemnation provisions, will be made by the full Trade and Economic Development Committee.

THE PORT OF Astoria now has a general agreement with the State Land Board allowing the port to assist the state in marketing Tongue Point. But that doesn't satisfy Bugas.

Many lawmakers are increasingly concerned that the State Land Board's staff, the Division of State Lands (DSL), can't market the prime industrial site, he said.

That's because the DSL also is the state's permit-granting agency for fills. The Tongue Point site would require vast expanses of fill to reach its full development potential.

Bugas thinks it would be a conflict of interest for the DSL, as landowner, or at least land manager, to ask itself for fill permits.

"They're trying to do both (develop Tongue Point and regulate fills statewide) and it's a real question," Bugas said.

ALTHOUGH THE EXECUTIVE branch decided to purchase the site from the U.S. General Services Administration last year, legislators authorized that $2.1 million expenditure, Bugas said. "They're impatient to get on with it," and begin to see returns to the Common School Fund.

The number of the measure may be the only thing unchanged, he said, "but that's the way it should be. My original bill was designed as a starting point for a discussion. . .and it's doing that."

Bugas was pleased that environmental mediation sessions being held in Astoria seem on the verge of reaching some broad agreement on Tongue Point's development.

The two-day mediation sessions, being held about every two weeks, involve spokesmen from all local planning staffs and most state and federal resource and permit agencies.

When Bugas learned that a tentative compromise on Tongue Point's development included a provision to fill between the existing finger piers all the way to their faces, he said that was "good progress."

5/20/81

Japanese interested in port, officials say

By CHRIS GENNA
Of The Daily Astorian

Pacific Rim nations are keenly interested in political and economic developments on this side of the ocean that might affect U.S. exports.

That's the impression of three Port of Astoria officials who returned Sunday from a marketing trip to Japan and Korea.

Floyd Shelton, port executive director, reported the results of that trip to port commissioners Tuesday.

Shelton said he, port Deputy Director Greg Baker and port commission Chairman Henry Desler called on many port customers and potential customers — he said he had collected six full pages of business cards.



Floyd Shelton

Those people, **Shelton said, are well**-informed about U.S. port and transportation developments.

DURING VISITS WITH Japanese coal consumers and potential consumers, Shelton saw many copies of a report by Gov. Vic Atiyeh's Lower Columbia River Development Task Force on the potential for exporting coal from the lower Columbia River, he said.

Shelton said he frequently saw photocopied versions of the report, which indicated to him that the report had been widely circulated in Japan.

Shelton said these faraway businessmen "quickly put their fingers" on details like the U.S. Army Corps of Engineers' study of deepening the Columbia River bar and the problems posed by Astoria's one-company rail service.

"They indicated their interest in the ability of West Coast ports to accommodate large coal ships," Shelton told commissioners. "In fact, several mentioned ships of 100,000 deadweight tons or larger, because of the economies in moving large amounts of coal. They aren't interested in 40-foot-draft ships."

In conversations with representatives of several large Japanese businesses, two U.S. ports were mentioned frequently, Shelton said. "One was Bellingham, Wash., and the other was the Astoria area.

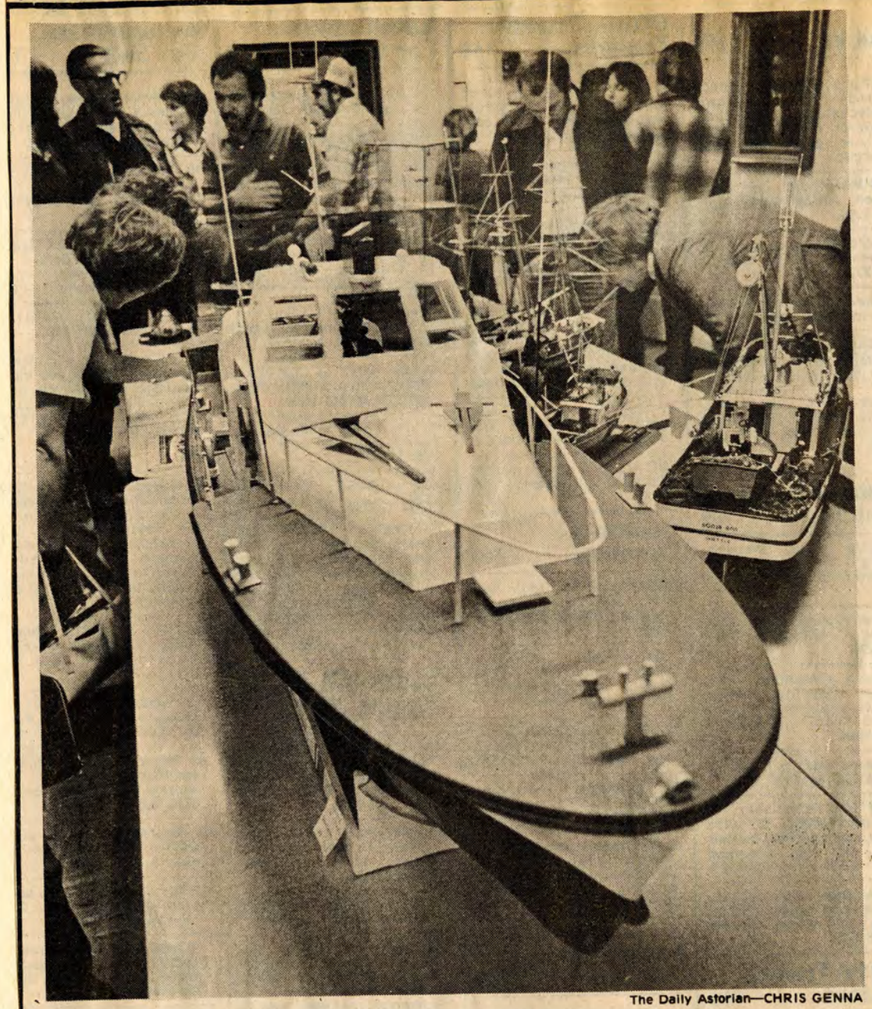
"SEVERAL OF THEM were quite candid that this sort of trade is years away, but they made it clear many of these problems are our problems, and we have to start solving them now."

Not all the talk was about coal; Shelton also called on the port's log customers. The port director said those customers seemed to be aware the port had acquired a pipeline dredge. Many asked when the Port of Astoria would begin a dredging program. "All of them asked first about our slips," Shelton said, "and it shows our reputation (for adequate depth in the port's berths) isn't terrific."

Shelton said there was little to report on a third reason for the trade trip. Port officials had hoped to negotiate an agreement with a Korean firm to use the port's idle grain elevator.

Shelton said those sessions had produced little more than an opportunity for more negotiations.

5/20/81



The Daily Astorian—CHRIS GENNA

Ship model contest draws 58 entries

Astoria Maritime Week continues through Friday, but for model ship enthusiasts, the climax of the observance was Saturday, when the Columbia River Maritime Museum held its annual ship model competition.

As usual for the contest, which draws top competitors from throughout the Northwest, judges had a tough time picking winners.

Especially in the scratch-built category, one judge said, detail was carried to complete engine rooms and to canned goods on the larder shelves.

In the photo at right, the grand-prize-winning entry displays in close-up an example of the rich detail in the models.

Coils of rope lie on built-up hatches and powder-blackened cannons seem ready to roll across the individual planks on the deck of R.C. Lacalli's Baltimore clipper.

In the left photo, some of the 292 visitors to the museum during the contest looked over the 58 entries, including Donald Dees' radio-controled model of a 44-foot motor lifeboat, in which a steely-eyed coxswain keeps a firm grip on the wheel.

SCRATCH-BUILT

Senior Division

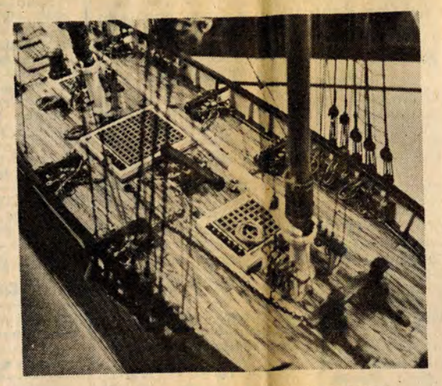
1st — R.C. Lacalli, Seattle; Baltimore Clipper privateer
2nd — Edward Waterbury, Seattle; Monk troller
3rd — Cpt. Harold Aune, Ilwaco, Wash.; freighter S.S. Columbia

Junior Division

1st — Leon Grubaugh, Astoria; model air boat
2nd, 3rd — Cub Scout Pack 506, Astoria; small craft Beaver

WOOD KITS

Senior
1st — Robert Denny, Gresham; whaleboat



2nd — Fred Goodrich, Everett, Wash.; North Sea trawler
3rd — Cmdr. Chuck Reid, Astoria; revenue cutter Roger B. Taney

Junior

No entries

PLASTIC KITS

Senior
1st — Lloyd Bowler, Astoria; carrier IJN Junyo
2nd — Don and Mary Martin, Astoria; diorama of USS Saucy
3rd — Peter Ball, Portland; research vessel Calypso

Junior
1st — Clifford Linehan, Astoria; caravel Santa Maria
2nd, 3rd — Joe Dominey, Astoria; U.S. carrier and battleship

RADIO-CONTROLLED SHIPS

Senior
1st — Donald Dees, Nehalem; 44-foot motor lifeboat
2nd — Eric Russell, Seattle; BB-firing cruiser USS Pittsburgh
3rd — Ronald Marsh, Corvallis; Fletcher-class U.S. destroyer

Junior
No entries

SHIPS IN BOTTLES

Senior
1st — Cpt. George Phebus, Astoria; bark Peter Iredale
2nd — Richard Clark, Portland; schooner Inca
3rd — James Herr, Marysville, Wash.; whaler in a whale

Junior
No entries

DECORATIVE OR FANCIFUL MODELS

Senior
1st — Dwight Irish, Hammond; metal Viking ship
2nd — Cmdr. Chuck Reid, Astoria; half-hull of cutter Yocona

Junior
No entries

Lightship opens for visitors

5/21/81

The Columbia River Maritime Museum again has a lightship on exhibit.

Columbia River Lightship No. 604 was opened for visitors Monday.

The ship, which is berthed near the soon-to-be-completed museum building at the foot of 17th Street, had been closed while it was prepared for exhibition.

The museum acquired the ship, the last lightship to serve on the West Coast, from the U.S. Coast Guard through the state Department of General Services after it was decommissioned Dec. 12, 1979.

The museum had displayed another Columbia River lightship, No. 88, until that vessel's deteriorating condition prompted the museum to sell it to restaurateur Pierre Pype last October.

Lightship No. 604 was built in East Boothbay, Maine, in 1950, specifically for service off the Columbia's mouth. The red-hulled ship spent its entire service career about 20 miles west of its new home, guiding the way through the "Graveyard of the Pacific."

But a crewed vessel was an expensive proposition for the Coast Guard, and an automated 42-foot buoy replaced the ship Nov. 2, 1979.

The vessel lay at Tongue Point for more than a year, until she was moved to the 17th Street berth last December.

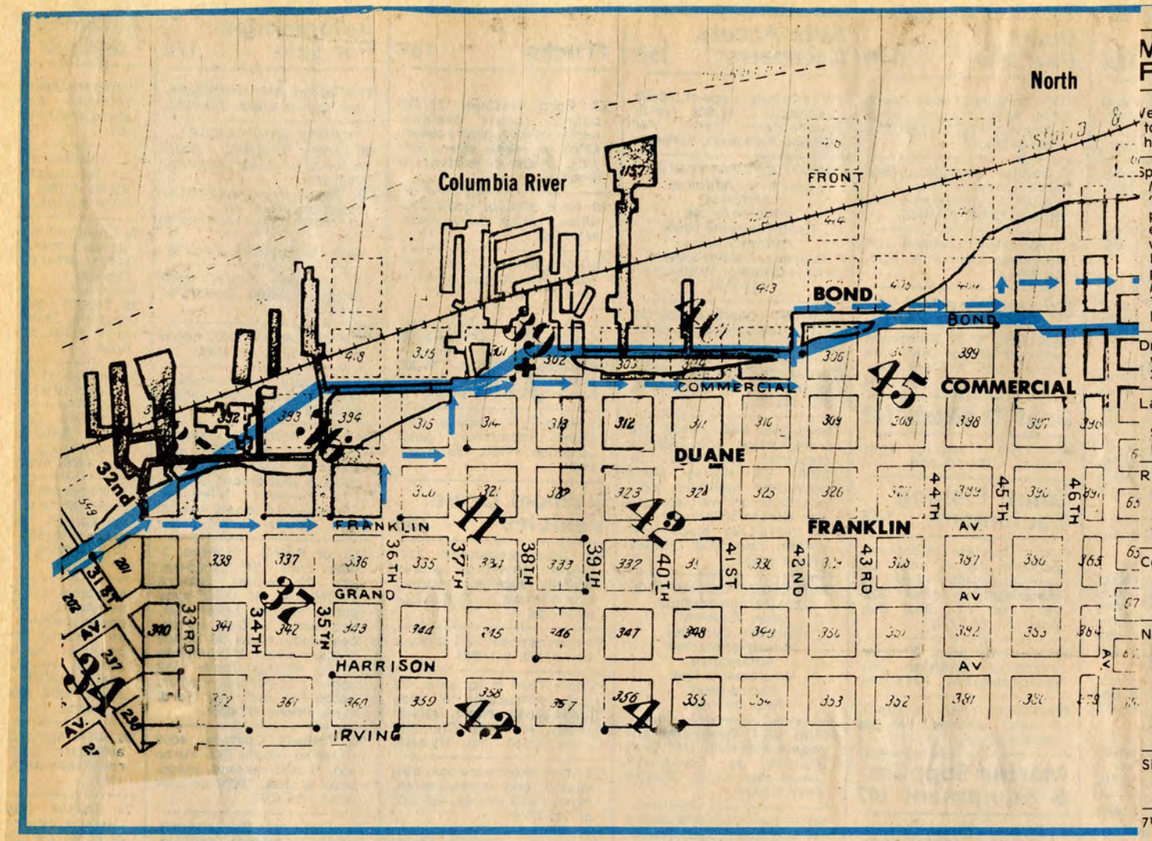
The ship is open to the public from 10:30 a.m. until 5 p.m. daily through October. There is a modest admission charge which helps the museum defray maintenance and staffing costs.

Column booth to be open

5/21/81

The visitor information booth at the Astoria Column will be open 10 a.m. to 6 p.m. during the Memorial Day weekend, the Astoria Area Chamber of Commerce said.

Information brochures on local attractions and events will be available and information booth personnel will provide answers to tourists' questions. Some information also will be available on central coast and statewide points of interest, the chamber said.



Take a left, then a right, t

The next time you complain about how long it takes to get to Portland, stop and remember the good old days, when it took almost that long to get from downtown Astoria to the Columbia River Highway (Highway 30), completed in 1915.

When this map was drawn, (1921), Marine Drive didn't exist and Leif Erikson was just somebody the Norwegians would like to name something after.

Let's say you're back in the days when this map was new, and yc want to go to Portland. Follow the arrows on the map and pack a lunch.

First, you'd head east through town until you reached the old Hauke's Market at Franklin and 32nd.

The old trolley line turned left here and continued east on a trestle, but you bear right on Franklin and go past the John Jacob A School to 36th, then left a block to Duane, then right a block to 3 then left to Commercial.

On this corner the White Swan Tavern sits on pilings (where Je Drive-In is now). Turn right and go to 42nd, where you take an turn onto Bond and continue to 45th, where the streetcar line e Turn left, then right, and travel down Cedar to 51st, then lef Birch, then right to 53rd, then left to Ash, and on to 54th Str Whew!

Later, travelers heading in the opposite direction — into tow will bypass Alderbrook with a shortcut from 54th and Ash to the where the Crest Motel is now and from there on an improved roa 45th Street. The shortcut and the improved roads we now call

Victorian homes to be on view

At least one of Astoria's Victorian homes will be open for public viewing each day this summer, beginning this weekend.

The Clatsop County Historical Society is developing the open house program because of frequent requests for tours made by visitors at the Clatsop County Historical Museum and the Astoria Area Chamber of Commerce.

Homes on the tour generally will be available for viewing 1-4 p.m. However, special arrangements may be possible for visitors in town only during the morning hours.

Persons who want to tour a home may telephone the historical museum, 325-2203, to determine what home is available on a particular day. Tickets purchased at the museum admit visitors to a home, where they are free to tour and browse. Tour groups should make advance arrangements, a historical society spokeswoman said.

At least three homes will be open for public viewing June 19-20 during the Astoria Scandinavian Midsummer Festival.

5/22/81

Miscellaneous For Sale 100

Vesco caulk boots, 11E, 16" top, used one month. Tin hat. 738-6555.

Springfield 30.06 with scope, Mauser action, $150 or best; '62 Chevy pickup body parts; '69 Pontiac, bad engine; GM 4-speed, fly wheel and housing for 350; Ford mags; '67 Ford pickup, $700; '72 Mercury Montego wagon, $700; three 15" tires; 8-track tape deck, like new. 738-8021.

Dressmaker sewing machine with walnut cabinet, $75. 325-8343.

Large claw-foot bath tub, $75. Beautiful $1000 value sofa, $350. 30" oven-over electric range, $75. Call 325-2395.

Rieck and Smith Paving Company. Driveways, parking lots, grading. Free estimates. 325-6522, 325-7843.

Commercial ice cube machine suitable for restaurants and motels. 738-5542.

Nine piece trestle table, $895; Magnavox stereo, $40; electric bass, $40; Honda cycle bar-rack, $20; refrigerator, $20; gas range, $15; six-bike rack, $20; 10-speed bike, $40. 325-6102 after 5:00pm.

Six month old pickup utility box, $60. Call 325-4519 after 6:00pm.

7½" circular saw with 2 blades and case. Push lawn mower. Call 861-1286.

Quality Whirlpool baths. Free home demonstration. Call Lauri or Sue, 325-4241, 9:30am-5:30pm.

Potty chair, $10; walker, $10; infant seat, $5. 325-4575.

20 cu ft upright Sears freezer, excellent condition, white, $175; used refrigerator, $35; roll-away bed, $10; electric range, $35. 325-1069.

Garage Sales 100a

HAMMOND Garage Sale: refrigerator, stove, kitchenware, other items, priced to move. Third and Lake near Mooring Basin, Saturday-Sunday, 7:00am-4:00pm.

SALE: 264 Tvee, Olney

Sportin Goods

Skis, Dyna 195cm wit bindings, Scott Gol model, ne Dynastar with Solom binding co days at 3 Apartment

Winchester modified Krag, $17 single. Oth and will reloads. C machine s JOHNSON 935 F Hammo

Garde Supplie

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Nurser Plants

BEDDING Good sel rhodies, lilac, bir berries, shade tre dogwood believe $ Columbi Above Burr Open Satu evenings

$1.00 G Good on all cypress, photinia, oak, ash large fu plants, 8 Columbi Open Sa 9:00ar evenings

Feed-I Grain

Mulch hay from W load. De 2708.

Livest Servic

Will pay c equipme

Horse trai tandem, and silve 6064.

5/22/81

Park opens despite stink over sewer

By CHRIS GENNA
Of The Daily Astorian

It will be business as usual for much of Fort Stevens State Park this weekend despite a last-minute political stink over the park's new sewer system.

About 269 camping spaces and a group camping area in the south half of the park will be open today in time for Memorial Day, but 336 spaces in the remainder of the park will stay closed until the sewer work is completed. Picnic areas at the north end of Coffenbury Lake are open, but those at the south remain closed. The historical area and day-use areas are open.

For a while this week, it looked as if the park might not open for the first long weekend of summer, for the simple reason that no one wanted to take any. . .er, sewage.

State contractors have labored through the winter to complete the park's new sewer system, which connects to the Town of Hammond's new system.

Hammond's system connects to Warrenton's, using about 1,100 feet of the larger community's line and emptying into Warrenton's sewage lagoon.

But before Hammond residents can use their new sewer, it must be formally accepted by Warrenton city officials. For the last several months, as Hammond council members see it, Warrenton has been avoiding that last step.

Early in the year, Warrenton officials said they'd accept Hammond's system as soon as they received a spare pump motor, Hammond Councilman John Shepherd said.

Federal officials nixed that, saying they wouldn't finance such an expense. Within the last two weeks, Warrenton officials said they'd accept Hammond's sewer if spare check-valve springs and impellers for the pumps were provided.

Warrenton officials were careful to point out that Fort Stevens State Park could begin to use the system today.

For Hammond council members, that's when the effluent hit the impeller.

Flushing with indignation, they quickly passed a resolution saying it would be inappropriate for the park to use Hammond's sewer lines until the lines were formally accepted by Warrenton.

As Hammond Mayor Elouise York said, "What's the difference between the park's sewage and Hammond's sewage? Would they (Warrenton employees) be able to tell the park's from ours?"

Shepherd was a little more colorful: "I'm not going to take any more . . . ."

Most council members admitted they were holding the state campground hostage, trusting that pressure to get the park open would move Warrenton to accept Hammond's system.

To Warrenton City Manager Gil Gramson, Warrenton's concern is genuine. Hammond Pump Station A develops such high pressure it can reduce the capacity of Warrenton Pump Station 3 if both turn on at the same time. The check-valve springs would reduce the Hammond station's pressure.

Hammond's engineering consultant told Hammond officials that's true. But he emphasized that Warrenton's Station 3 normally functions far below its design capacity, with only about 150 Warrenton homes served by the station, and that Warrenton officials were consulted throughout Hammond's design process.

Gramson decided to allow both Hammond and the park to use Hammond's sewer temporarily.

The loss of capacity at Warrenton's Station 3 will be reviewed within 60 days and Gramson may have more to say then.

In the meantime, Hammond residents may hook up to the town's system, and when park visitors flush, they'll get results, not surprises.

Schools, vet loans forum topics

5/27/81

Astoria School District operations and the state veterans' home and farm loan program will be topics at Thursday's Astoria Area Chamber of Commerce forum luncheon.

The forum will begin at noon at the Thunderbird Motor Inn Seafare Chinook Room. It will be open to the public, but reservations are required for the luncheon. Reservations may be made at the chamber office, 325-6311.

Astoria School Board Chairman Dick Logan and Superintendent Gary Mansfield will discuss the future of public education in Astoria and the district's plan for dealing with the financial problems facing it and other local governments in Oregon. Following their presentation, Logan and Mansfield will answer questions about the school district and its programs.

In addition, chamber officials will distribute copies of Gov. Vic Atiyeh's third listening post survey at Thursday's forum. The survey asks respondents to evaluate the Oregon Department of Veterans' Affairs loan program. Results of the survey will be used by the governor in policy decisions affecting the department.

The Astoria Scandinavian Midsummer Festival court also will be part of Thursday's program. Members of the court will be introduced and will eat lunch with chamber members.

5/22/81

No autocross after all

It's too bad — it might have exciting — but a sports car autocross that had been scheduled for June 7 at the Port of Astoria is off.

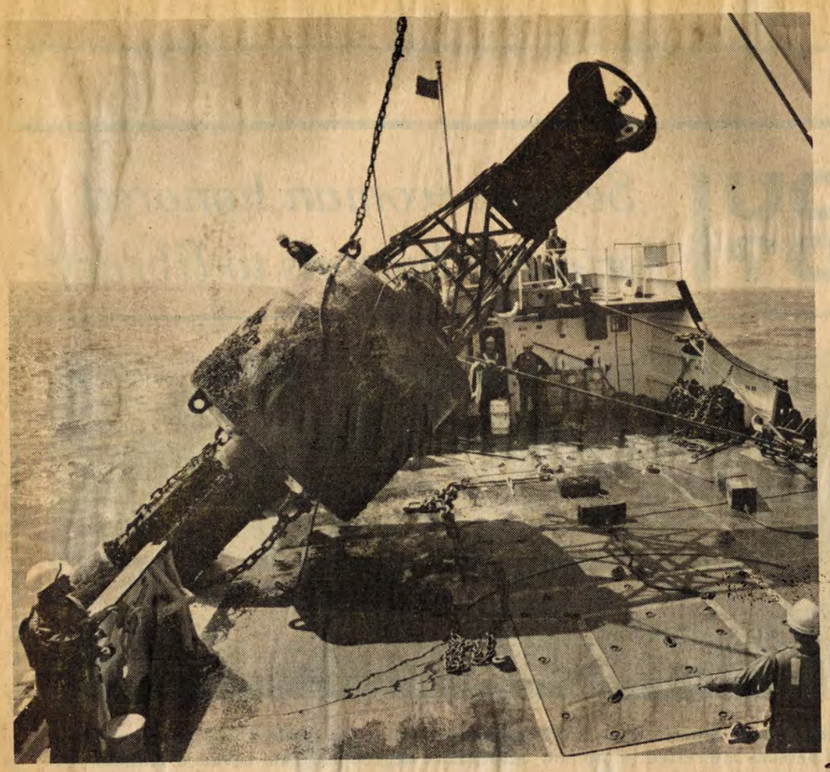
Robert Miles, a local member of the Portland Triumph Owners Association, wrote some time ago to the Port of Astoria canceling the club's reservation of the cargo yard west of Pier 3.

In fact, the auto race was canceled even before a news story about the event was published in The Daily Astorian Tuesday.

The port didn't inform the newspaper of the cancellation, a port spokeswoman said, because Miles' letter indicated he had notified the newspaper.

Miles' letter never was received at The Daily Astorian, and the presses rolled inevitably on.

According to Daphne Allen of the port, Miles' last letter said the Portland sports car owners' group had failed to receive a parent organization's sanction for the contest, and holding an unsanctioned contest would have drawn few competitors.





5/22/81

Tending to buoys vital to commerce

U.S. Coast Guard buoy tenders like the Astoria-based Iris and White Bush, and the visiting Blackhaw, have an unspectacular but vital role in maritime commerce.

While observance of Maritime Week in Astoria may serve to make residents conscious of the ships' presence, few understand the work the cutters do.

In this sequence of photos from The Daily Astorian's files, a then-operational Iris serviced Columbia River Buoy 9, just south of the tip of the Columbia River North Jetty.

While the Iris struggles in varying winds and currents to maintain its position right beside the buoy, crewmen attach the boom cable and hoist the buoy, as in the photo above left.

The shouted commands to the helmsman and the sudden surges of the engine needed to keep the tender on station don't stop when the buoy is lifted onto the cutter's buoy deck.

Because the buoy is connected by a long length of chain to a sinker, a concrete block on the river bottom, the maneuvering continues. Bridge personnel are aided by a crewman on the forecastle — the extreme bow — who constantly tells them whether the buoy chain descends vertically or slants down under the ship.

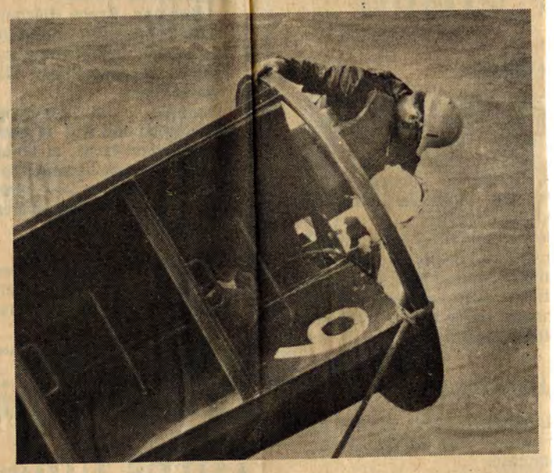
Meanwhile, the buoy's chain has been fixed in a chainstop, a device which effectively anchors the tender to the sinker and prevents the buoy from being dragged off the ship if it gets too far from the unseen sinker.

As soon as the clumsy catch is clamped to the deck to prevent rolling, Coast Guardsmen clamber over it, replacing the batteries or bolting a new fog horn in place, as in photo at upper right.

One man scampers high out the buoy's leaning tower in the photo at right. Perched beyond the side of ship, 30 feet or so above the water, he changes the buoy's lightbulb.

When everyone is clear, the boom takes the strain and the buoy is unclamped. It is hoisted over the side. Some crewmen fend it off while another whacks the chainstop with a sledgehammer. It springs open like a ponderous iron safety pin, and the last yards of buoy chain clatter across the deck and splash into the water.

The job has taken perhaps half an hour. During that half-hour, everyone on board has had a job to do. None of those jobs is unimportant. Each, if done properly, could have resulted in serious injury or in damage to the ship. Each buoy represents a neat bit of sailing, and there are hundreds of buoys.



The Daily Astorian—CHRIS GENNA

Plywood firm backs log-substitution ban

5/22/81

By TODD MERRIMAN
Of The Daily Astorian

Swamped by a tidal wave of local opposition to log export legislation they say is vital to their mill's future, Astoria Plywood Corp. officials want to tell their side of the story.

So far, they're having a hard time finding anyone who's interested, Don Webb, president of the worker-owned corporation's board of directors, said Wednesday.

Astoria Plywood's directors strongly support bills pending in the Oregon Legislature that would prohibit companies that export their own logs from buying state forest timber. That puts them at odds with the region's large timber companies, which predict passage of such legislation would force them to curtail their operations in northwest Oregon, causing a dramatic increase in Clatsop County unemployment. It also puts them at odds with those who want to preserve the Port of Astoria's log-handling business, virtually the only cargo activity the port enjoys.

But while Astoria longshoremen, the Astoria Area Chamber of Commerce, the Port of Astoria, Dant & Russell Inc., Crown Zellerbach Corp. and others have been busy drumming up opposition to the legislation, hardly anyone has bothered to ask Astoria Plywood's opinion, Webb said.

"I DON'T EVEN think that we were considered . . . but they sure jumped when Crown, Dant & Russell and the longshoremen were affected by it," Webb said of the Astoria business community's response to the log export proposals.

Webb said he finds that indifference a little hard to understand in light of Astoria Plywood's economic importance to the community. He said the mill's 250 employees — including 174 shareholders — generate an annual payroll of about $6 million. "If we take that payroll out of there, they (local businesses) would feel it pretty good."

Webb acknowledged that Astoria Plywood isn't in immediate jeopardy of shutting down if House Bill 2993 or a comparable measure isn't enacted by the 1981 Legislature. "Down the road about eight to 10 years is where it's going to hurt us bad."

That's when the state timber that has grown up in the reforested Tillamook Burn will be ready for harvest. The Tillamook Burn consisted of three fires — in 1933, 1939 and 1945 — that consumed 355,000 acres of forest, most of it in Tillamook County. As that massive state reforestation project nears its payoff, Webb fears Astoria Plywood may not be able to share in the bounty.



Don Webb

At the heart of Webb's concern is log substitution, the process in which Crown Zellerbach and other large timber companies export logs from their own lands and then buy publicly owned timber to supply their domestic mills.

Because of the profit margin on log exports — Webb said the Japanese pay prices 50 percent higher than those in the U.S. market — the big timber companies usually can afford to outbid Astoria Plywood at public timber sales, he said.

ASTORIA PLYWOOD HASN'T been the successful bidder at a state timber sale for at least five years, Webb said. Logs for the Astoria mill presently come from as far away as the Olympic and Gifford Pinchot national forests in Washington and the Mount Hood National Forest in Oregon, Webb said.

Astoria Plywood owns timber in the Mount St. Helens red zone, but those trees can't be logged until a bridge wiped out in the volcano's May 18, 1980, eruption is rebuilt, he said.

Mount St. Helens' blast created another problem for Astoria Plywood,

See Plywood, Page 2

LOCAL NEWS IN BRIEF 5/29/81

Logan, Mansfield appeal for input

Astoria School District officials are trying to improve the district's public image.

Now, the community must give them some direction about how to approach their financial problems.

That was the message Astoria School Board Chairman Dick Logan and Superintendent Gary Mansfield brought to an audience of about 60 at the Astoria Area Chamber of Commerce monthly forum Thursday. The forum was the last until fall.

"It's our intention to find out how we can prevent" the destruction of the school system even though the 1981-82 budget may have to be cut, Mansfield said. "We need some information, we need some input," Mansfield told the crowd.

"I don't want this community to decide the school system has to be taken apart just because there is a philosophy that we have to cut back spending," Logan said. "Let the school board know how you feel about these things." As examples of possible cost savings, Logan said Astoria High School may no longer be able to offer courses in as many as four foreign languages, or class size may have to be increased.

Logan said the district is making efforts to improve its image both by distributing a newsletter, News and Views, throughout the community and by working with news media to improve coverage of district affairs. Nevertheless, he said, he continues to get little feedback. "I get the feeling as long as people don't tell me anything (about what the school board is doing) that we must be doing all right."

Plywood

5/28/81

Continued from Page 1

Webb believes. In the aftermath of the eruption, he said, Weyerhaeuser Co. is harvesting timber in the Mount St. Helens area at an accelerated rate. That will hasten the day when that timber giant will look to Oregon state forests to supply more of its raw material, he said.

Compared with its bigger competition, Astoria Plywood's appetite for raw material is modest. Webb said the mill consumes 28-30 million board feet of logs annually, an amount he said is equivalent to the combined cargo of four or five of the log ships that regularly leave Astoria for Japan.

Webb emphasized that Astoria Plywood isn't calling for a ban on log exports by timber companies or small woodlot owners. "This bill won't stop them from exporting one bit . . . It's not a ban on log exports. It's a ban on substitution."

Although most of its products are sold to customers in the Eastern United States, Astoria Plywood has shipped its goods to Europe, the Middle East and even Japan, he said.

"We've received a lot of (product) inquiries from the Japanese," he said, adding that he would like to see plywood instead of logs being loaded on ships at the Port of Astoria.

Webb acknowledged that Astoria Plywood's activism on the log export issue is a departure from its traditionally low public profile. But, noting shares in the mill are selling for about $85,000, he said the corporation's worker-owners have too much at stake to remain quiet. "If you've got $85,000 into a business, you don't like to see it go downhill," he said.

"Maybe we've been taking a low profile too long."

Log export bill could sink port

5/28/81

If the state legislature restricts the export of logs, the Port of Astoria will virtually ceased to function, the Seaside Chamber of Commerce was told on Tuesday. The speaker was Roger Shannon, the port's deputy director of operations.

Shannon said log exports currently represent 99 percent of the cargo movement through the port. If legislation, which Shannon said has already been passed by the state House of Representatives, is also passed by the Senate in its present form, the port's current annual revenues of some $2.5 million would be reduced by an estimated 74 percent.

"We would be reduced to a caretaker status," Shannon later told the Signal. The present port staff of some 24 people would probably be cut to half a dozen, he said. And about 110 longshoremen would lose their jobs. Shannon said the average annual wage of the longshoremen is $31,000.

Shannon's prediction to the Chamber of Commerce came close on the heels of a statement two weeks ago in Seaside before the Clatsop County Economic Development Committee by John Wolcott, public affairs manager for Crown Zellerbach. Wolcott said log export restrictions could cost Clatsop County 1,700 jobs and raise the jobless rate from 9.4 percent to 21.2 percent.

The legislation before the state Senate would prohibit companies which export logs from buying timber from state-owned land, Shannon said.

"We could use some support," Shannon told the Chamber. In response, the Chamber decided to write letters to State Rep. Ted Bugas and Sen. Charles Hanlon expressing its opposition to the bill.

While Shannon was clearly concerned about the port's immediate prospects, he was far more optimistic about the future. Coal and grain exports are still being negotiated, he said. But these are highly complex projects that will take perhaps years to develop.

More immediately, Shannon thought there would be some developments soon on the port's airport industrial area.

The Reagan Administration might also give the Port of Astoria an unintentional helping hand if its goes through with current plans to charge a fee to vessels using dredged waterways. This would increase costs of utilizing Portland's port, Shannon pointed out, but would hardly affect Astoria.

Great issue

6/1/81

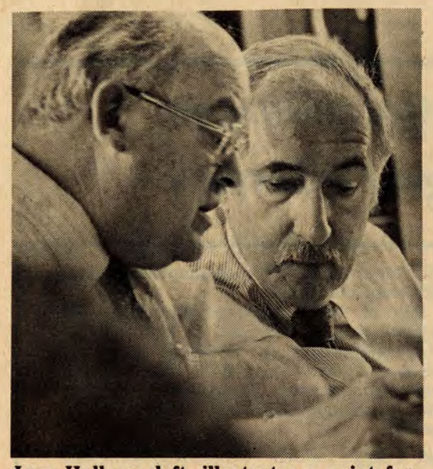
As an employee of the Astoria Chamber of Commerce visitors center for the past three years, I have handed out many thousands of vacation papers of the Oregon Coast areas as well as Washington. These papers go out to the visiting tourists and their families who come to our center. Your Vacation Edition is the most complete and best done issue. There is a never-ending thank you from tourists for such a great issue. From season to season we get many letters and calls asking when the next Vacation Edition will be ready.

This year is really the big winner. You really did it! Your Vacation '81 issue has the most outstanding colorful art and sharp full-color photos of the highlights of our area, also very sharp and excellent editing.

A very special salute and a big "well done" to all the staff at the Daily Astorian for producing such a special edition.

It will be a great privilege to be able to hand the Vacation '81 issue to visiting tourists in our area this summer. It will be done with great pride.

MAUREEN WIRKKULA
State Information Supervisor
Astoria Chamber of Commerce



Jean Hallaux, left, illustrates a point for Sam Gusman.

By CHRIS GENNA
Photos by BILL WAGNER

Mediation's impact difficult to assess



While Jackie Wyland confers with Jean Hallaux in foreground, CREST staff members Mike DeLapa and Pat Kubala hold a conversation at the end of the table. In the background, Jim Lauman chats with Sam Gusman.

Environmental mediation sessions being held in Astoria off and on until the end of June grind slowly on, with another two-day session beginning Monday morning.

The sessions bring together 12 negotiators — spokesmen for local governments, state planning, development and resource agencies, and federal resource and permit-granting agencies. Goal of the sessions is to get natural resource agencies and pro-development organizations to agree upon which parts of the Columbia River estuary may be developed and which areas should be left undisturbed for natural uses.

Progress at the talks has been measured in such fine distinctions that one newsroom wag at The Daily Astorian suggested the headline over the last story — "Mediation sessions have produced little so far" — be saved for use above future stories.

But progress has been made, most notably on the second day of the most recent session, May 15.

On Thursday, May 14, mediator Sam Gusman, from the Institute for Environmental Mediation in Seattle, had presented a "report card" to negotiators.

Gusman told the 12 each was doing a great job informing the others of his concerns. But up to that time none had seemed willing to deal realistically with the others' concerns.

Negotiators on both pro-development and pro-conservation sides were clinging to their initial positions with no attempt to compromise.

PERHAPS STUNG BY that evaluation, or perhaps simply because the time had come to wheel and deal, agency and government representatives started to talk turkey about Tongue Point, the state-owned development site just east of Astoria.

The dialogue ate up most of the day, taking place even through lunch.

Pro-development officials would offer a proposal to develop the two sites — "north" Tongue Point, the 55 acres of upland and five finger piers the state bought last year, and "south" Tongue Point, the 100 upland acres the state is negotiating to buy from the U.S. General Services Administration.

Then pro-conservation officials would offer a counterproposal.

On it went, with counterproposals following caucuses, followed by caucuses, followed by counter-counterproposals. Stan Hamilton, of the Division of State Lands, owner of Tongue Point, would see the agencies' 40-foot channel at the north and raise them a 25-foot channel to the south site.

Or Jim Lauman, representing the Oregon Department of Fish and Wildlife, would see his turning basin at the north but raise him protection of the shallows around Mott Island.

There was growing frustration on both sides as the day wore on. One agency negotiator said in a caucus he couldn't believe "Stan (Hamilton) keeps coming back with the same plan," and one pro-development negotiator said, "they (the agencies) haven't given anything on south Tongue Point."

Indeed, Hamilton's introduction to his third proposal was, "This is very tentative because it comes close to exceeding the limits set for us by our constituencies."

Compared with Hamilton's original proposal, he had given up a moot 20 feet more channel depth to north Tongue Point.

He'd given up a 40-foot channel between north site and south in favor of maintaining natural depths as much as 25 feet.

He'd given up a 40-foot turning basin at the south site for a 25-foot basin at the north.

He'd given up a considerable expanse of fill at the north site, back to the ends of the piers — although no one would fill that area until the vast expense could be recovered. And he'd virtually given up the option of any fill at all at the south site.

He'd gone so far as to ask for a designation of south Tongue Point which might allow non-water-dependent development if no project requiring water access could be found to locate on such an abbreviated site.

When Lauman started to voice an objection, mediator Gusman put in, "Stan (Hamilton) is putting on the table a proposal which is highly objectionable to Stan. Are your objections as strong as his?"

LAUMAN RESPONDED THAT state law forbids the filling of wetlands (at the south site) for a non-water-dependent use.

Jackie Wyland, representing National Marine Fisheries Service, said development interests "want to eat their cake and have it too. If we're going to lose habitat, it'll have to be because there's a need. There's no need to dredge or fill (at south Tongue Point) if it will be used for non-water-dependent uses."

Hamilton said his plan had been reduced several stages, and yet the resource agencies hadn't budged. "It's time for both sides to move," he said.

But the agencies had moved, perhaps more than anyone realized. Or maybe all realized and no one wanted to blow the whistle.

The other side of Wyland's "no need, no fill" argument could be that if there is a need, there may be fill.

See Mediation, Page 12





This is how sessions work



Experts turn to bar pilots

Columbia River bar pilots were called on to testify as "technical advisers," or expert witnesses, at the May 14 environmental mediation session.

Capt. Joe Bruneau spoke for the pilots association, and offered some insights into the concerns of big-ship drivers in the Columbia River.

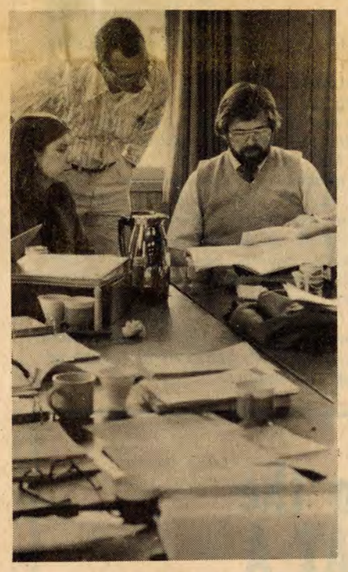
One of the general questions Bruneau was called upon to answer was, in effect, "How deep is deep enough?" He said the pilots consider 10 feet of water under a ship is the safe minimum on the Columbia River bar, and at least three feet of water is needed under the ship for river navigation.

Bruneau said pilots see little indication so far shipbuilders will start constructing vessels drawing more water than existing ships. The pilot said some increase in ship carrying

the state-owned development site just east of Astoria.

foot basin at the north.

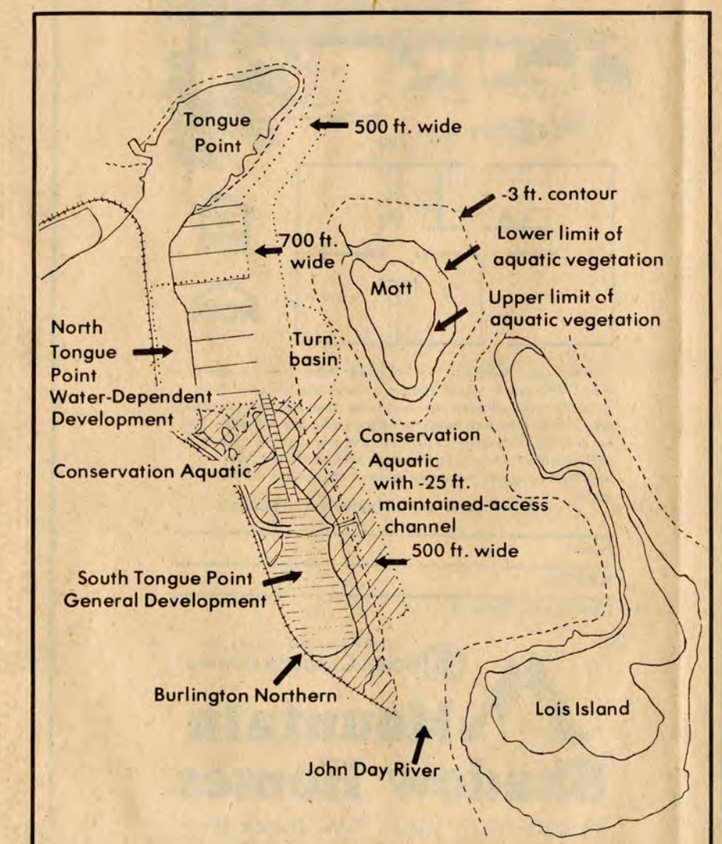
See Mediation, Page 12



Marge Kolar of U.S. Fish and Wildlife Service, Gerry Black, middle, of the Corps of Engineers, and Stan Hamilton go over some of reams of mediation paper work.



State planning official Bob Cortright, left, and Ed Christie of Dant & Russell Inc. listen to a Tongue Point presentation.



This is how sessions work

Environmental mediation got off to a slow start in Astoria April 9, but the negotiators started to make progress at the last session, May 15.

On that day the 12 negotiators, representing almost every conceivable federal and state agency and local government concerned with development in the Columbia River estuary started a give-and-take on a specific kind of development — any that might occur at Tongue Point.

This is how it went:

STAN HAMILTON, SPOKESMAN for the Division of State Lands (the Tongue Point landowner), set the stage by presenting the State Land Board's "dream plan" for development of the site.

That plan envisioned a 60-foot-deep channel to the south Tongue Point site, which the state government still is trying to acquire. There would have been a turning basin dredged in the former Maritime Administration mothball fleet anchorage.

There would have been considerable filling everywhere but in the mouth of Mill Creek, a chunk of land once termed the "Fish and Wildlife parcel."

Jim Lauman, representing the Oregon Department of Fish and Wildlife, gave that scenario one quick pained look.

He said his agency already had agreed to dredging an access channel to the north site and had discussed some filling, but he couldn't understand "putting a 200-acre development on a 40-acre site."

Lauman said a turning basin inside was unnecessary because ships could be backed into the site for loading. That process would result in few traffic snarls, Lauman said, because even a coal yard there would generate only one ship movement every three days.

JACKIE WYLAND, SPOKESWOMAN for the National Marine Fisheries Service, said even the area between the five finger piers, an area which would be buried under Hamilton's proposal, was a productive fish-rearing area.

Co-mediator Vern Huser said it looked like the scale of development was the big issue, and that could be negotiated.

Hamilton called a caucus with local governments to go to the drawing board.

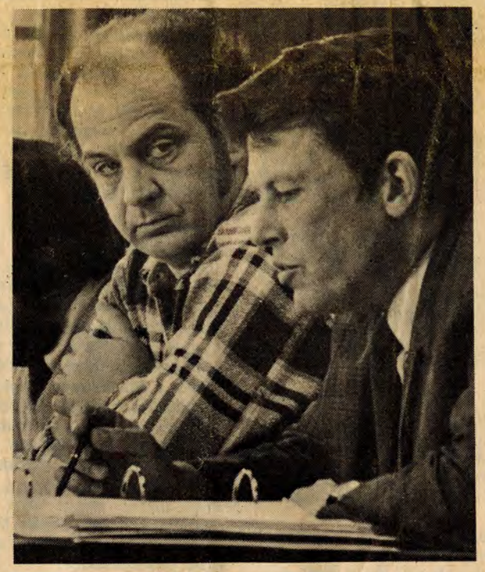
The proposal Hamilton offered after the caucus was watered down a little from the dream plan. It called for a 60-foot-deep channel only to the north portion of the site, with a 40-foot channel — perhaps deeper later — past the sensitive creek estuary to the south site. The turning basin would have been only 25 feet deep, adequate to turn empty ships before loading.

Filling would have been allowed only as far as the heads of the existing piers in the north; in the south, filling would be allowed only as needed to provide a 1,500-foot width for a loop railroad track.

Lauman, Wyland and others who might be lumped together in the pro-conservation camp huddled to come up with a counter proposal. The plan they offered would have allowed a 40-foot-deep channel to north Tongue Point, because the river channel itself is limited to 40-foot depth. There would have been no access channel to the south site, and no turning basin.

Their plan would have allowed fill as far as half to two-thirds the length of the piers, with the ends of the piers demolished to provide a bulkhead for docking.

NO FILLING OF wetlands would be allowed at the south site because, Wyland pointed out, it includes sufficient uncontested uplands on which to locate a coal yard. Cargo stored there would have had to move by conveyor or truck to the north site to go aboard ships. Barges, however, would use a dock at the site.



Jim Lauman, left, looks on as Port of Astoria's Roger Shannon makes a point.

The pro-development spokesmen again caucused. When they emerged, Hamilton said the resource agency plan was "not acceptable."

His counter-counterproposal again asked for fill to the end of the piers at the north site, some filling at the south site, and a 40-foot channel throughout with the option to dredge deeper when the river channel is deepened. "I can't back away from deep-water access to south Tongue Point," he said.

In this round, Hamilton left the idea of a turning basin up in the air. "With a turning basin inside, you can have a 24-hour-a-day operation. Without it, you have a slack-water-only operation," he said.

"My feeling is, whether you have one or the other is an economic and market decision we can't settle here," Hamilton added.

Roger Berg, Clatsop County commissioner, said a far more basic question than the turning basin issue was that of dredging a channel to south Tongue Point. "If we eliminate the channel, would there be any justification to designate south Tongue Point for water-dependent development?"

If not, Berg said bluntly, "then we're not talking about any compromises on south Tongue Point."

THE AGENCY SPOKESMEN called a caucus, and emerged with their second counterproposal. Lauman said he still couldn't agree with a need for a turning basin, but if Hamilton had to have one, it would have to be at the north site, not in the mothball fleet anchorage.

He said the agencies could accept the 40-foot channel as far as the north site, with a possibility of a 60-foot channel there later, if there was sufficient biological analysis of the effects. But the agencies still weren't buying a channel into the south Tongue Point site.

See Steps, Page 12

was called upon to answer was, in effect, "How deep is deep enough?" He said the pilots consider 10 feet of water under a ship is the safe minimum on the Columbia River bar, and at least three feet of water is needed under the ship for river navigation.

Bruneau said pilots see little indication so far shipbuilders will start constructing vessels drawing more water than existing ships. The pilot said some increase in ship carrying capacity can be accompanied with wider beams, rather than deeper drafts.

The lower Columbia River presently has no advantages for shippers over ports like Portland, Bruneau said. It will be only when deeper-draft ships are in wide use that Astoria could expect to become a booming port, he said.

That's because, if ship drafts did increase markedly, it would be far cheaper to dredge to the greater depths required only as far as Astoria rather than all the way upriver to Portland.

Tidal action in the estuary, which produces greater depths at high tide, doesn't make the Astoria area more desirable for a port, the bar pilot said.

Bruneau said no shipping agent can plan a voyage precisely enough to ensure that a trans-Pacific coal carrier, for example, would arrive in Astoria at precisely the right tide conditions.

So for most practical purposes, the maximum draft allowed at Astoria is the same as that at Portland.

Speaking of possible development at Tongue Point, Bruneau said pilots would like an access channel to the site to be 500 feet wide and 40 feet deep, deeper when the Columbia River channel is deepened.

The pilots organization recommended a turning basin inside the development area, Bruneau said.

He stressed that ships could make the 140-degree right turn into Tongue Point 24 hours a day, though he acknowledged certain conditions of strong ebb tide and east wind would prevent the maneuver. "Even 24-hour ports have 'down' periods," Bruneau added.

A turning basin inside would allow empty ships to make that 140-degree turn into the port facility, turn around, and pull up to docks or bulkheads "port-side to," tied up along their left sides. The loaded ships could then move straight out, make the 140-degree left turn into the channel, and depart.

If there were no inside turning basin, Bruneau said, ships would be able to turn 40 degrees to the left and back into Tongue Point, as suggested by one resource agency spokesman, only during slack water. Slack water is the period between high and low tides, which occurs four times a day.

COMMUNITY

CLUB NOTES

Scouts honor two with merit awards

Fort Clatsop District Boy Scouts of America has presented 1980-81 merit awards to Ray Dreeszen of Astoria and Cheryl Lund of Gearhart.

Dreeszen was recognized for his work as district chairman for the last two years. He is active in the Kiwanis Club and several other civic groups.

Mrs. Lund is a den leader with Cub Scout Pack 579, has been a den leader coach and served on the pack committee. She also is committee chairwoman for Boy Scout Troop 579. Mrs. Lund volunteers at her church, helps at Gearhart Grade School and has served as an officer in PTO.

Bridge winners announced

Astoria Duplicate Bridge Club will hold its annual Swiss team play 11:30 a.m. June 7 at the Sunset Empire Room in Astoria. A buffet dinner will be served between the two playing sessions.

The cost for the June 7 team play, including the two sessions and dinner, is $8 per person.

Winners of two recent sessions of club play have been announced, with Agnes Landwehr and Nora Brownlie taking first-place honors in north-south play and Dave Hobilwitz and Evelyn Bredleau first in east-west play at the first session.

Finishing behind the Landwehr-Brownlie team in north-south play were Dorothy Young and Adele Wood in second and Dick Hinton and Les DeGandi in third. Other east-west winners were Doug Fritz and Joyce Reith in second and Mary Ristola and Peg Lindemann in third.

In the second club playing session, Fritz and Mrs. Reith were first, Rose Rosandich and Verba Schultz second, Mrs. Landwehr and Mrs. Brownlie third and Mary Owen and Jean Collins fourth.

Scandinavians Anchor guests

Members of the Astoria Scandinavian Midsummer Festival court will be guests at an Astoria Anchor Club meeting 8 p.m. Monday in the Astoria Public Library Flag Room, 450 10th St.



HAVE YOU HEARD?

California relatives see Oregon's beauty

By PHILIPPA MARDESICH
For The Daily Astorian

TREASURES OF THE COAST — The arrival earlier this month of my brother Bob Sherman and his wife from their home in Whittier, Calif., called for members of the Oregon Shermans and their offspring to play host in their separate homes, thus affording an opportunity of showing the California branch of the family several interesting spots and wonders of Oregon.

Although Bob had been "a Californian" ever since he graduated from California Institute of Technology years ago, he is a native Oregonian and remembers his boyhood days in this state, which he has visited since, and noted changes and growth. But, this two-week visit gave him and his wife ample time to enjoy the wonders of his native state that don't change.

For instance, the Oregon coast. During a two-day stay in Astoria, with young Steve Kuske as our chauffeur, the Californians were taken to interesting spots from the Astoria Column (which they climbed for an eye-boggling view) to the wreck of the Peter Iredale, which, incidentally, is showing more of its old bones in the recent low tides.

Their Astoria visit over, it was off down the coast, with niece Maryland Stevens and husband Dave picking us up for the drive to their home in Tillamook. The town of Tillamook itself hasn't seemed to change much through the years, but Tillamook is growing. For instance, it has a very fine new fire station, and Dave Stevens, a fire department volunteer, gave us a tour of the modern building, equipped with the latest facilities.

WE WERE INTRODUCED to the fire chief and his assistant, who couldn't disguise the pride in their new quarters, whose exterior is an attractive "face" of native woods, designed in the stick type of architecture reminiscent of pioneer times.

A short way out of town on the highway past the big Tillamook County Creamery Association, which has been, with lumbering, a talisman of the area's economy, is another, smaller cheese house, the Blue Heron, which has been converted from an old barn. Along with its different flavors of cheese, it features goodies such as sausages. Outside the white and blue building, another smaller barn, which workmen told us had been the loafing shed for cattle, is being made into a sausage factory for the two men in Bay City who have made their homemade sausage famous.

Back in town again, Tillamook's Historical Museum is a delight to visitors and something of which the county residents are justly proud. But, there are still other treasures that Tillamook holds within its confines. Rising high above the spread of meadowlands where herds of dairy cattle browse are the peaks of the Coast Range, timbered to the tops.

TUESDAY AFTERNOON, WHICH dawned sunny bright and even quite warm for May, we were taken by nephew-in-law Dave in his four-wheeler up a winding logging road to the high country, where, spread below was a miniature Tillamook town on its bay and the ocean beyond. Even the huge hangars for blimps famous during World War II looked like small aluminum building blocks from that height.

A tour of the base proved interesting. The mammoth hangars, nine stories high, now are used to construct blimps, smaller of course than those housed there as one of the links in coastal defense during the war. These newer blimps are replacing helicopters in logging operations, we were told.

And, a large segment of the government complex has been converted into special training sheds and shops for the handicapped.

Meanwhile, back on the mountain, where herds of deer and elk were observed, we were taken up another road, winding up a narrow canyon beside a mountain stream. There was just space enough for the road and the stream in the wooded vale before the steep sides rose on either side, lush with flowering vegetation.

We disembarked from the jeep and hiked about a quarter mile along a winding trail, where the silence was broken only occasionally by the sound of a bird. Then, suddenly, another sound, a soft rushing, that grew louder as we penetrated the wilderness. Suddenly, we were at the foot of a towering waterfall, Munson Creek Falls. It drops from the highest peak above, a magnificent fall of white water, awesomely beautiful.

Back at the house, when Maryland placed a large platter of venison steaks on the table, a rude and raucous sound interrupted happy chatter. It was the fire-alarm box, and Dave was out of his chair, into his car and off in a cloud of dust down the highway. Such is the life of a volunteer fireman.

Church notes

Free concert Sunday

SEASIDE — A free program of gospel music will be presented by Ken and Agnes Newman 6 p.m. Sunday at Seaside Assembly of God Church, 540 S. Holladay Drive.

Newman is the church's minister of Christian education and principal of the Christian day school the church operates. The Newman family moved to Seaside last November from Lynnwood, Wash.

The Newmans' music is "easy listening, with a hint of country," according to Seaside Assembly of God Pastor Dick Tennesen. He said the couple will balance standard songs with newer numbers in a program designed to "lift up Jesus Christ in music."

In other activity at the Seaside church, the congregation's youth group will play host Monday to Lower Columbia area Assembly of God youths at a monthly rally. Soul Purpose, a Chester Johnson are Bonnie and Judy Fisher. Pre-registration isn't necessary but would be helpful, they say. Information and pre-registration is available by telephoning 325-6252.

Peace Lutheran

Peace Lutheran Church of Astoria will honor its graduating high school seniors during the church's 11 a.m. worship service Sunday. Included in the service will be a showing of the film "The Spirit of Special Olympics."

A coffee fellowship will follow the morning service.

Astoria Assembly

"Preparing for Adolescence: Peer Pressure and Sexuality" is the title of a film to be shown 6 p.m. Sunday at

Mary Elizabeth Boyington Ausnehmer

Panama nurse 'home' after 30 years

By JAMES HOLMAN
Of The Daily Astorian

After nearly 30 years as a nurse in the Panama Canal Zone, Mary Elizabeth Boyington Ausnehmer has retired and returned to her native Astoria.

"It's wonderful to be back," Mrs. Ausnehmer said in a recent interview. "I feel like the person in the Toyota commercial: I want to jump up and shout I'm free."

The daughter of the late Clatsop County Judge Guy Boyington, Mrs. Ausnehmer grew up in Astoria, attended schools here and graduated from Astoria High School. She completed nurse's training at the old St. Mary's Hospital school of nursing and the University of Oregon nursing assumed jurisdiction over the 533-square-mile Canal Zone.

"We needed a treaty, but we didn't need to give (the canal) away," she said. "We purchased that property in good faith; we did it honestly and fairly; we kept it in good condition and we employed the Panamanians.

"Because of this they have the highest standard of living in Central America. They have television, better roads and a great university."

SHE SAID THAT since the U.S. Army has had responsibility for the Americans living and working in the Canal Zone — who once were governed by a separate Panama Canal Government — conditions have worsened.

The Army is "a very shabby outfit," been her intention anyway.

She left the zone in January and traveled around the United States, visiting friends she had known in Panama. Now she's hard at work looking for an apartment in Astoria.

She plans to become active in the historical society and her church, to play golf and enjoy "being with my friends."

DURING HER YEARS in Panama, she was active in her nurses' union, serving as president and first vice president of the Central Labor Council, which represented 14 unions. She has been active in the Girl Scouts since 1929, when she won the Golden Eagle award at the age of 12. One of her Girl Scout leaders of those days, Maud



Mary Elizabeth Boyington Ausnehmer

artifacts collection, which includes original Panama railroad stock issued to one Isaac Corndukes in 1868, pre-Columbian artwork and books.

And she'll act as an unofficial "ambassador" from the zone — trying

The Newmans' music is easy listening, with a hint of country," according to Seaside Assembly of God Pastor Dick Tennesen. He said the couple will balance standard songs with newer numbers in a program designed to "lift up Jesus Christ in music."

In other activity at the Seaside church, the congregation's youth group will play host Monday to Lower Columbia area Assembly of God youths at a monthly rally. Soul Purpose, a Kelso, Wash., singing group, will provide special music for the 7:30 p.m. rally. It is open to the public, including adults.

First Baptist

"Reflections of His Love," a film highlighting the life and ministry of paraplegic Joni Eareckson, will be shown 7 p.m. at First Baptist Church, 349 Seventh St., Astoria.

Miss Eareckson, who starred as herself in the recent movie "Joni," was left paralyzed from the neck down after a diving accident.

"Reflections of His Love" is Miss Eareckson's account of what happened and of her struggle to piece together her life and faith in God after the accident.

First Lutheran

Vacation Bible school classes for children from age 4 through the sixth grade will be held June 8-12 at Astoria First Lutheran Church, 33rd Street and Grand Avenue.

"God's People" will be the theme for classes, to be held daily 9-11:30 a.m. for pre-school youngsters and 9 a.m.-1:15 p.m. for children in grades 1-6.

Coordinating Bible studies, crafts and music under the direction of Pastor

worship service Sunday. Included in the service will be a showing of the film "The Spirit of Special Olympics."

A coffee fellowship will follow the morning service.

Astoria Assembly

"Preparing for Adolescence: Peer Pressure and Sexuality" is the title of a film to be shown 6 p.m. Sunday at Astoria Assembly of God Church, 1775 Seventh St., Astoria.

The film is part of a "Focus on the Family" series and is designed for family viewing. The film showing is free and open to the public. Child care service will be available.

Immanuel Lutheran

KNAPPA — The Rev. T.E. Johnstone, Columbia Memorial Hospital chaplain and a retired Lutheran Churches of America pastor, will be guest speaker at the Sunday morning worship service at Immanuel Lutheran Church.

The church's Lutheran Church Women group will meet 10 a.m. Wednesday at the church for a work day. The work session will be followed by a 1 p.m. Bible study. Both are open to the public.

Bible Baptist

A "musical night of praise" will be held 7:30 p.m. Sunday at Bible Baptist Church, 12th Street and Irving Avenue, Astoria.

The service, open to the public, will include special numbers by the church's adult, youth and children's choirs and instrumental numbers.

Ausnehmer said in a recent interview. "I feel like the person in the Toyota commercial: I want to jump up and shout I'm free."

The daughter of the late Clatsop County Judge Guy Boyington, Mrs. Ausnehmer grew up in Astoria, attended schools here and graduated from Astoria High School. She completed nurse's training at the old St. Mary's Hospital school of nursing and the University of Oregon nursing school, graduating in 1942.

SHE WENT TO the Canal Zone in 1948 and worked 10 years as a registered nurse at Gorgas Hospital, named for Dr. William Crawford Gorgas. Gorgas' preventive measures against yellow fever and malaria as sanitarian for the U.S. Army helped ensure construction of the canal in the early 1900s.

Mrs. Ausnehmer worked as a psychiatric nurse for the last 20 years of her stint in the tropical country.

Since the U.S. Senate in 1978 approved treaties that provide for turning the canal over to Panama by the year 2000, there have been significant changes for Americans living in the Canal Zone, said Mrs. Ausnehmer, a critic of the treaties.

Under the treaties, the canal will be operated by the Panama Canal Commission, consisting of five American and four Panamanian board members, until 2000. The United States will have primary responsibility for defending the canal until 2000; Panama has

"Because of this they have the highest standard of living in Central America. They have television, better roads and a great university."

SHE SAID THAT since the U.S. Army has had responsibility for the Americans living and working in the Canal Zone — who once were governed by a separate Panama Canal Government — conditions have worsened.

The Army is "a very shabby outfit," she said. "If we don't do something about our recruitment system, all is lost."

Americans living in the zone had had good relations with the Panamanians. But turning the canal over to Panama will cause problems, she believes.

"The thing that's going to be hard to come by is skilled craftsmen. I believe there's going to be a shortage. I think they'll have to hire Americans (to operate the canal)."

After the treaties were signed, Americans living in the zone were given five years to leave, she said. Mrs. Ausnehmer could have stayed another few years, but decided to retire and move back to the North Coast. That had

play golf and enjoy "being with my friends."

DURING HER YEARS in Panama, she was active in her nurses' union, serving as president and first vice president of the Central Labor Council, which represented 14 unions. She has been active in the Girl Scouts since 1929, when she won the Golden Eagle award at the age of 12. One of her Girl Scout leaders of those days, Maud Crouter, still lives here.

Mrs. Ausnehmer served on the Canal Girl Scout Council Board of Directors for many years. She also was active in her church and in the Panama Women's Golf Association.

She said she planned to work in similar organizations here. She'd also like to share her Panama experiences, perhaps by having a show of her art and



artifacts collection, which includes original Panama railroad stock issued to one Isaac Corndukes in 1868, pre-Columbian artwork and books.

And she'll act as an unofficial "ambassador" from the zone — trying to educate Americans about the canal and the United States' role there. Nothing annoys her more than to see "some Senator so-and-so on TV who goes to the Panama Canal for two days and comes back an expert."

"I'm no authority and I lived there for 30 years. But I know that we have nothing to be ashamed of (about our role) in Panama."

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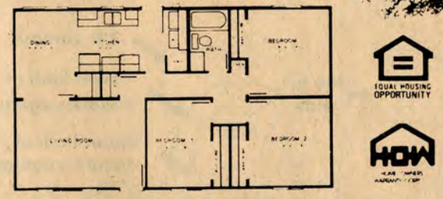
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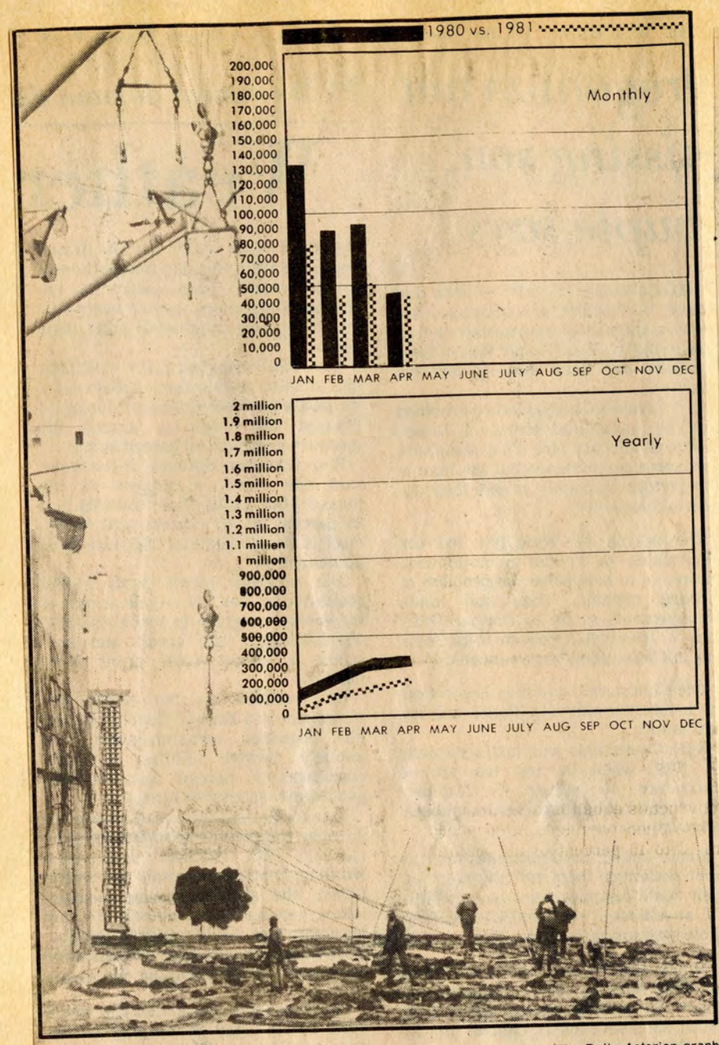
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The Daily Astorian graph

6/3/81

April log exports

Log exports shipped through the Port of Astoria docks totaled 43,019 tons in April, the port's latest figures show.

That's down from 51,763 tons in March and compares with 44,041 tons shipped in April 1980. No other cargo was shipped in or out of the port in April.

Log exports have totaled 216,014 tons through the first four months of 1981, compared with 361,819 tons shipped the first four months of 1980. That's a drop of 40 percent.

Five ships called at the port in April, the same number that called in March and in April 1980. During the first four months, 21 ships have called at the port, compared with 33 the first four months of last year.

Clatsop tourism brochure promotes entire county

6/3/81

By EMMET PIERCE
Of The Daily Astorian

It's been a long time coming, but Clatsop County has its new travel brochure.

Some 25,000 copies were printed last week, said Patsy Conner, chairman of the Clatsop Economic Development Committee's tourism subcommittee. "We just hope people will be intrigued by the area and come and visit Clatsop County."

Organizers had hoped for an earlier distribution date, but fund-raising and design of the brochure were completed more slowly than first anticipated.

Members of the subcommittee worked 21 months on the brochure. Some $3,000 has been raised from donations and mail solicitations to pay for printing and distribution. The North Coast tourism guide is called "The Sunset Empire, Make it Yours."

IT WON'T BE the first guide used to promote Clatsop County as a travel destination, however. It replaces a regional brochure first distributed by local chambers of commerce 15 years ago.

But since publication of the original travel booklet, little has been done to promote the entire county as a vacation area, Mrs. Conner told The Daily Astorian. The committee's goal is to unite all Clatsop County communities in a regional advertising campaign. The new flier is seen as the first step in that effort.

The cover of the brochure is a color photograph of an ocean sunset. Inside are sections on special events, historical sights, county and state parks, and points of interest in Astoria, Seaside, Warrenton, Hammond, Gearhart, Cannon Beach and Arch Cape. Some of the travel guides have been sent to the Astoria Chamber of Commerce for distribution to other parts of Oregon.

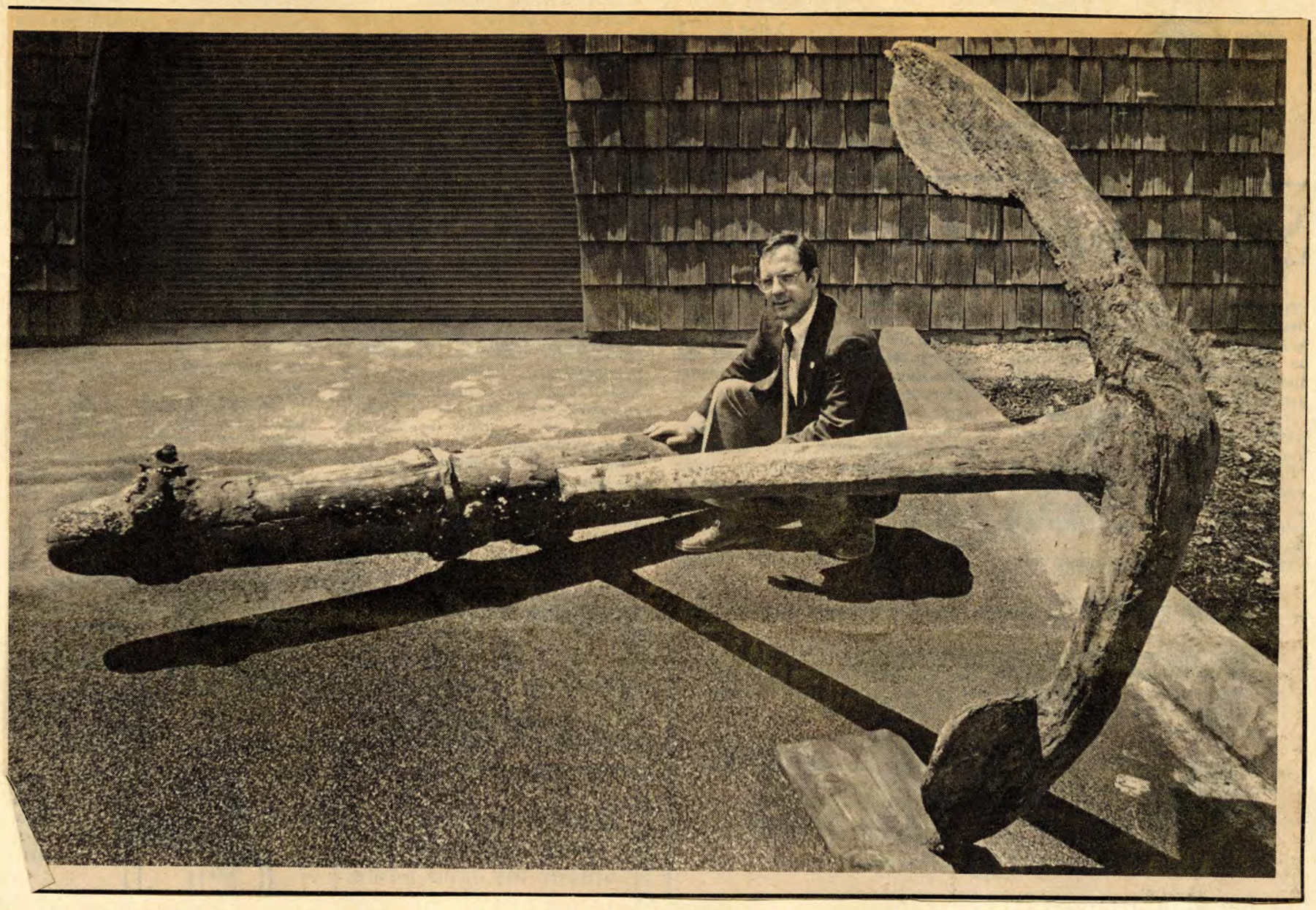
"Gene McGee of the Oregon Coast Association is going to send them" to parts of Washington and California, Mrs. Conner said. Upcoming subcommittee meetings will deal with further distribution, she added.

The brochures include a form that can be filled out and mailed to the Astoria, Seaside, Cannon Beach or Warrenton chambers of commerce for more information on deep-sea fishing, hunting, local events, convention facilities, restaurants, motels and camping.

Subcommittee members include Judhi Chopping, Beverley Cox, Doris Ferguson, Roy Hammond, Charlene Larsen, Joni Coe, Joan Pratt, Michael McGonigle, Juanita Price, Elsie Thiel, Pam Wenrick, Dick Pearson, Zoe Jarvis, Steve Martin and Michael Naab.

Mrs. Conner said the committee relied heavily on Margaret Forbes, the CEDC secretary, for organizational work.

The subcommittee's next project will be establishment of a toll-free informational telephone line in Clatsop County, the chairman said. Members envision a local office people could call to make motel reservations and ask about local attractions. "All of the chambers have to cooperate. And the cities," she added.



Gift to museum 6/4/87

Columbia River Maritime Museum Associate Director Michael Naab, right, displays a wood-stock anchor given to the museum by Astoria bottom fisherman Sverre Koppen.

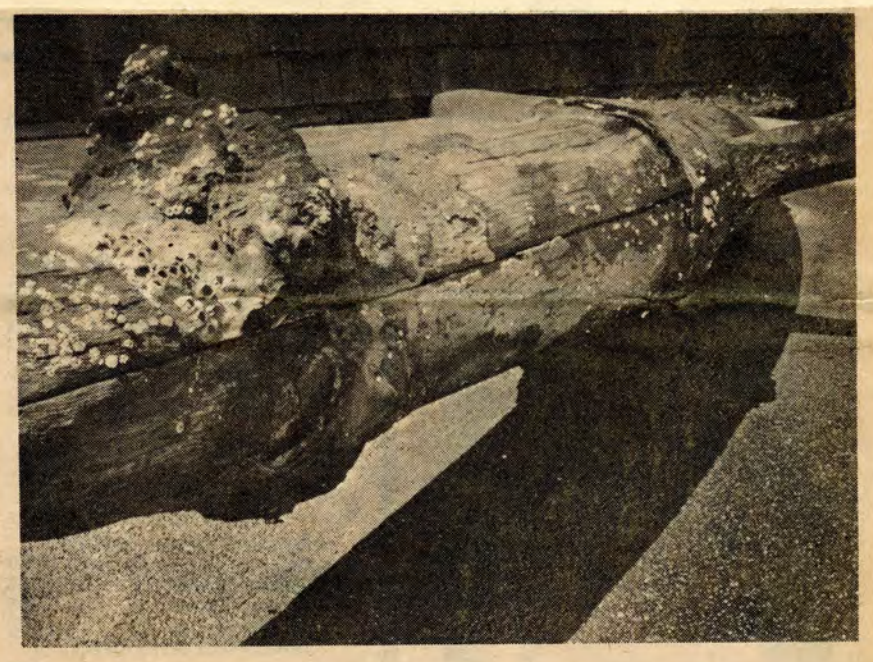
Koppen, owner of the Tralee, netted the 1,500-pound anchor last week just south of the South Jetty.

The anchor is typical of those used on sailing ships during the late 1800s, but it's rare to find such a well-preserved specimen, Naab said.

Naab chipped several hundred pounds of hardened sand and barnacles off the anchor to expose its wrought-iron shank, arms and flukes, and to uncover the two halves of the stock, shown below.

The museum staff will try to preserve the wooden stock, which is held together by four iron bands. If it can't, a duplicate stock will be made, Naab said.

The Daily Astorian—BILL WAGNER



Local foes heading for log hearing

6/4/81

By CHRIS GENNA
Of The Daily Astorian

About 200 Astoria-area residents are expected to attend a state Senate committee hearing in Salem Thursday to voice opposition to a bill they say could result in the loss of 2,600 jobs in Clatsop County.

Local supporters of the bill, though far fewer in number, also are expected to testify.

Carol Eckert, spokeswoman for Crown Zellerbach Corp., said the company will provide five buses to carry Crown employees and other opponents of the legislation to Salem.

Two buses will leave the Astoria longshoremen's union hall at 8 a.m. Three will leave from Seaside.

The buses will accommodate about 200, and Ms. Eckert said others are expected to provide their own transportation. Crown has arranged to provide boxed lunches which opponents of the bill will eat on the Capitol lawn before the 1 p.m. committee hearing.

State Sen. Charles Hanlon, D-Mountaindale, and state Reps. Ted Bugas, R-Astoria, and Caroline Magruder, D-Clatskanie, have been invited to that lunch.

The hearing, before the Senate Labor Committee, will be on a House measure, HB 2902. That bill, in the form in which it passed the House, "wouldn't affect that many people," Ms. Eckert said. Basically, it would close loopholes in an existing ban on the export of logs from state forest lands.

Crown, longshoremen and others fear amendments will be proposed which would give HB 2902 the same effect as another bill they've fought: HB 2993.

House Bill 2993 would prohibit any firm which exported logs in the last five years from buying state timber. That bill, which has yet to pass the House, would force Crown Zellerbach either to cease export operations in Clatsop County — which the company says would cost 750 employees their jobs — or to cease domestic operations in Columbia County that use state timber.

A spokesman for Astoria Local 50 of the International Longshoremen's and Warehousemen's Union said last week that virtually every local longshoreman will attend the hearing Thursday.

Virtually all the business at the Port of Astoria, where union members are employed, is from export of logs.

Bugas, who opposes HB 2993 and similar amendments to HB 2902, told The Daily Astorian today he'll attend the Thursday luncheon.

Bugas said he opposes the bill because of the "disastrous effect" it would have on his district's already depressed economy.

He said the measure also would lower the sale price of state timber, which would chop revenues to the state's Common School Fund.

Bugas said he recently sent a letter to Astoria Plywood Corp. officials stating those arguments. Astoria Plywood employees are among HB 2993's supporters.

Bugas' letter to Don Webb, president of Astoria Plywood Corp. said "If this bill doesn't pass, not one job will be lost." On the other hand, if the bill passed, "Warrenton Lumber, longshore activity and other businesses will be hurt as soon as the bills go into effect."

That argument also was made by Hanlon, who told The Daily Astorian Tuesday he will work for a compromise.

Basically, Hanlon said, he'll propose that a portion of state timber sales be reserved for smaller mills, a so-called set-aside.

Hanlon will propose that small mill set-asides and log exporting in general should be the subject of interim study, to be considered again by the 1983 Legislature.

Hanlon said such a compromise is appropriate because there's general agreement that there is no pressing reason for an immediate ban on log export substitution. And just about everyone agrees, Hanlon said, that such a ban would cause immediate economic problems in Clatsop and Columbia counties.

Webb said Astoria Plywood employees support a small mill set-aside provision as "a part of what we're after."

Webb added that he and several other Astoria Plywood officials will attend the hearing Thursday to speak in favor of a log export substitution ban.

Backers of HB 2993 point out the bill wouldn't ban export of logs. State law has forbidden export of logs from state forest lands for a number of years (with loopholes which HB 2902 and SB 549 would close).

See Hearing, Page 4

Why must it cost more?

Place yourself in the position of the chairman of the board or superintendent of the Astoria School District and you must conclude that they've got a legitimate beef. They continue to ask the community for direction in operating of the schools and continue to hear nothing. Requests for funding of operation of the schools are rejected but the message carries no particulars.

At a recent Astoria Area Chamber of Commerce forum, Superintendent Gary Mansfield implored, "We need some information. We need some input." Board Chairman Dick Logan pleaded, "Let the school board know how you feel about these things."

Logan said, "I get the feeling as long as people don't tell me anything that we must be doing all right." He wants to believe that but he knows he cannot because voting on operating levies speaks disapproval. Without communication from the patrons of the schools to administration what is the school board chairman to believe?

Mansfield spoke of "the destruction of the school system," and Logan spoke of not wanting the community to decide "the school system has to be taken apart."

We don't see or hear any evidence to support such grim foreboding.

We do hear persons saying that they can't understand why, with enrollment dropping, the schools must have more and more money. The administrators might try, for a beginning, to address themselves to that issue.

We don't hear anyone saying he or she wants inferior education because it might cost less. But we do hear, "Why must it cost more and more?"

Hearing—

6/4/81

Continued from Page 1

House Bill 2993, proponents say, merely would prevent wood products companies like Crown from buying state timber to supply their domestic operations while they at the same time export their own logs.

But even backers acknowledge the ban on such "substitution" would force the exporting companies to choose between continuing to export their own logs without buying state timber or buying state timber but giving up the lucrative foreign log market.

Replies to story

6/4/81

As part of the "Tidal wave of local opposition to log export legislation" (May 28), I find it necessary to reply to the comments by Don Webb of Astoria Plywood in an article in The Daily Astorian on May 28.

In this article Mr. Webb took issue with the Astoria business community for joining with Crown Zellerbach, Dant & Russell and my union, the International Longshoremen's and Warehousemen's Union, in opposing the pending legislation.

Mr. Webb must surely be aware of the fact that if this legislation is enacted into law the Port of Astoria could go under, D & R would likely pull out of the area, many Crown employees would be put out of work, tugboatmen would be severely curtailed in their work, and area merchants would suffer. In the face all of this Mr. Webb "acknowledges that Astoria Plywood isn't in immediate jeopardy of shutting down!"

Notwithstanding Astoria Plywood's economic importance to the community, if I were a local businessman I certainly would support the opponents to a ban on log exports.

Mr. Webb states that "down the road about eight to 10 years is where it's going to hurt us bad." That's all well and good and I share his concern but I don't think the loggers, scalers, truckers, sorters, tugboatmen and longshoremen who depend on log exports can afford the luxury of looking that far down the road when faced with an immediate loss of jobs.

My union has never wavered in its support of the forest products industry. I was a delegate to the 24th biennial convention of my union recently concluded in Hawaii. At that convention a statement of policy on log exports was adopted that reads in part, "We sympathize fully with our fellow workers in the forest products industry, many of whom are now unemployed. We are in full agreement that the ideal trade pattern for all of us would be an increase in the export of finished wood products. The ILWU is working with other unions and the industry to achieve that goal. However, our research and experience over the years has proven that a ban on log exports would not produce markets at home or abroad." I addressed the convention on this issue, pointing out the impact a log export ban would have in our community. I would be glad to supply Mr. Webb with the full text of the statement of policy as well as my remarks should he request it.

The intent of this letter is not to pick a quarrel with Mr. Webb or the workers at Astoria Plywood but just to point out what I'm sure Mr. Webb knows and that is the devastating effect this misguided legislation would have on hundreds of workers and many businesses in the county.

Perhaps 8 to 10 years down the road we might be exporting more finished wood products. However, I'm not too sure that will come to pass unless someone can convince the Japanese, who have their own millworkers to take care of, to accept our lumber. At any rate if this bill passes we won't be around to do the work anyway. The Port of Astoria could well become another Newport with their booming business of one or two lumber barges a month!

We have informed our employers we will be unavailable for work on Thursday, June 4th, as our entire membership will be in Salem for a rally against this bill and to attend and testify at the hearing. We will do whatever we can to beat back this threat to our jobs as well as the jobs of hundreds of other workers in our community.

Finally, I would like to point out that these views, although probably shared by most of my fellow members, are strictly my own and not an official statement in behalf of I.L.W.U. Local 50.

ROBERT K. BISH
Route 1 Box 432-C
Warrenton

Port Commission changes meetings back to 7:30 p.m.

7/15/81

The old proverb that says "the more things change, the more they stay the same" holds true for Port of Astoria Commission meetings.

Port commissioners decided Tuesday to change the time of their monthly meetings to 7:30 p.m. They have been meeting at 4 p.m.

Commissioner Nick Zafiratos, who joined the commission this month, suggested the change as a way to increase public participation. The Astoria attorney said people with 8-to-5 jobs must find it difficult to attend 4 p.m. meetings.

Longshoreman Roy Niemi, also a newcomer to the commission, readily agreed. The ensuing vote was unanimous, though some commissioners said if the change isn't successful, commissioners may return to the earlier meeting time.

The commission's regular meetings are held the second Tuesday of each month.

Less than a year ago, commissioners met at 7:30 p.m., but moved the time up to simplify commission and staff scheduling problems.

In that sense, the commission action Tuesday made things "more the same."



The Daily Astorian—BILL WAGNER

Pickets charge

Chuck McBride, president of the longshoremen's union Local 50, loaded picket signs and banners onto a bus this morning in preparation for a trip to the Capitol.

McBride and other local opponents of a bill they say could result in a disastrous loss of jobs in Clatsop County were to attend a state Senate committee hearing in Salem today.

The hearing will be on House Bill 2902, which would close loopholes in an existing ban on the export of logs from state forest lands. But opponents fear amendments could change the bill to prohibit any firm that exported logs in the last five years from buying state timber.

Crown Zellerbach supplied the buses and box lunches for the trip.

Local supporters of the bill, including Astoria Plywood Corp. officials, also were expected to testify today.

No-win proposition

The wood products industry seldom has been so divided as it is on legislation which would prohibit companies that export logs from buying timber from state forest lands. Legislators who must approve or reject the legislation are perplexed as they hear constituents coming down on both sides and as they hear industries which provide employment for their constituents disagreeing.

Rep. Ted Bugas is in that unenviable position.

He sees evidence that approval of the legislation would sharply reduce employment in Crown Zellerbach's logging operations in Clatsop County, possibly close Warrenton Lumber Company's plant, and drastically affect employment of longshoremen whose work at the Port of Astoria is almost totally loading of logs for export.

He also is told that worker-owned Astoria Plywood Corporation's employees would be adversely affected if this legislation were not approved. They see the full impact hitting them when timber on the Tillamook Burn lands reaches merchantable age and they must compete with others for it. They predict they would be unable to compete financially with the big operators, including Crown Zellerbach. They foresee the big companies bidding high prices on state forest timber which they would in turn export for high prices.

Astoria Plywood isn't opposed to the exporting of logs but doesn't want exporters to buy state forest timber.

In response to an articulate exposition in this newspaper of Astoria Plywood's position by Don Webb, president of the corporation, Rep. Bugas set forth his reasons for opposing legislation.

In a letter to Webb, Bugas set forth estimates of the damage that would be done by passage of the legislation. In summation he says, "If this bill doesn't pass, not one job will be lost. As you (Don Webb) acknowledged in The Daily Astorian, Astoria Plywood isn't in immediate jeopardy of shutting down if these bills aren't enacted, but if they are enacted Warrenton Lumber, longshore activity and other businesses will be hurt as soon as the bills go into effect."

Then he explained, "I was faced with a Hobbesian choice. I know how important Astoria Plywood is to our community and I'm aware of the adverse effect not enacting this legislation could have on you in the future, but I sincerely feel opposing these bills is best for our community right now."

This newspaper arrived at the position Rep. Bugas has chosen. The immediate impact of passage of this legislation would be devastating for Clatsop County's economy.

Astoria Plywood's employment is substantial. It must be protected in all ways possible. There is time to do that. And a good beginning would be legislation which would specify set-aside sales of state forest timber to smaller operators. Rep. Bugas could introduce such legislation.

It provides little consolation for residents of this area who will be affected by passage or rejection of this legislation to be told that Oregonians in other areas of the state are as vitally affected and as sharply divided. It's a no-win proposition.

County ranks 4th in median family income

6/5/81

By JAMES HOLMAN
Of The Daily Astorian

For all the grousing about Clatsop County's economy, the median family income of its residents compares more than favorably with the rest of Oregon.

The county's median family income ranked fourth among the 36 Oregon counties last year at an estimated $23,169, the latest state Employment Division "Oregon Labor Trends" report said.

That puts Clatsop County behind only Washington, Clackamas and Multnomah counties, three of the four most populous counties in Oregon. And that's actually a drop from 1979, when the county ranked third.

By comparison, some counties that have experienced more rapid economic growth or are generally considered to have strong local economies don't necessarily have high median family incomes. Marion County ranks 19th at $18,612; Jackson County 25th at $17,849; Umatilla County 22nd at $18,175; Douglas County 14th at $19,331. Statewide median family income was $21,066 in 1980, up 8 percent from 1979.

Median family income in Clatsop County is up almost 9 percent from 1979, when state government economists estimated it at $21,260. Family income, as defined in the Oregon Housing Division study on which the figures are based, includes the income of all family members and unrelated individuals living in the family residence.

THE FIGURE MEANS that half of the family incomes in the county are above $23,169 and half are below.

The county has ranked among the top five counties since at least 1970, said Housing Division economist Mike Murphy. The median family income figures are based on the 1970 census and updated yearly according to payroll data.

Although Murphy said he was "a little uncomfortable" with the figures that show median family income in Clatsop County so high compared with the rest of the state, he noted that some other studies verify them.

The estimate is made by dividing the total payroll in the county by the number of workers, he said. That embraces about 90 percent of the workers, but does miss self-employed persons and some others — real estate salesmen who work on commission, for example.

Per capita income figures for the county are closer to the state average,

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he said. That's because of the county's relatively large number of retired people and unemployed individuals, he said.

Why are family incomes so high in a county with relatively low economic growth?

"The most important reason is that (unionized) seafood workers in Clatsop County have enjoyed a high level of income in relation to the seafood industry in general," said Warren Smith, state Employment Division labor economist for the North Coast.

"We have looked into this before a number of times and have always come up with the conclusion that that is the biggest single factor in keeping the median income quite high in Clatsop County."

THE HIGH LEVEL of income among the employees — who are also the owners — of Astoria Plywood Corp. contributes to a high median income, Smith said. Other Clatsop County wood products workers also earn good wages, he noted.

But that high ranking relative to the rest of the state could be changing, Smith and Murphy agreed.

"You have three major industries: One is tourism, the other one that's growing; the other two are seafood and wood products; the latter two are declining," Smith said.

Because wages in tourist-related industries tend to be lower than either of the other two industries, median family income will begin to come down, Murphy said.

"I think in due time the timber industry will pretty well level off . . . but the seafood industry is actually declining, and I don't believe anyone has a solution about how to bring it back," Smith said.

The January 1980 layoff at Bumble Bee Seafoods' tuna plant in Astoria hasn't had a significant effect on median income figures, for two primary reasons: Many of those laid off apparently left the Clatsop County labor force; unemployment compensation cushioned the impact on family income figures.

In 1979, an average of 1,470 people worked in seafood processing in Clatsop County. That dropped to an average of 980 in 1980, according to preliminary figures, Smith said. It had fallen to an average of about 560 workers the first three months of this year.

"I think it is reasonable to say that (median income) is not going to be as high as it has been in the past," Smith said. "We can't say if it is going to be more equal to the rest of the state, or if it's going to fall below."

Clatsop County's neighbor to the east, Columbia County, ranked fifth in median family income. That apparently was because of tremendous growth around Scappoose and St. Helens, Murphy said. Many people who work in Portland's Northwest industrial area are choosing to live in Columbia County and commute.

Tillamook County ranked 29th, with an estimated median family income of $16,944.

TOURISM MAY NOT bring high median family income for Clatsop County, but it's the key to the county's economic future, Smith is convinced.

"I would put all my marbles on growth of the tourist business and, hopefully, development of the Port of Astoria. Wood products should pretty much hold its own, at least during the coming decade or two. Unfortunately, I'm afraid there just isn't much hope for seafood unless we have some kind of miracle to bring it back."